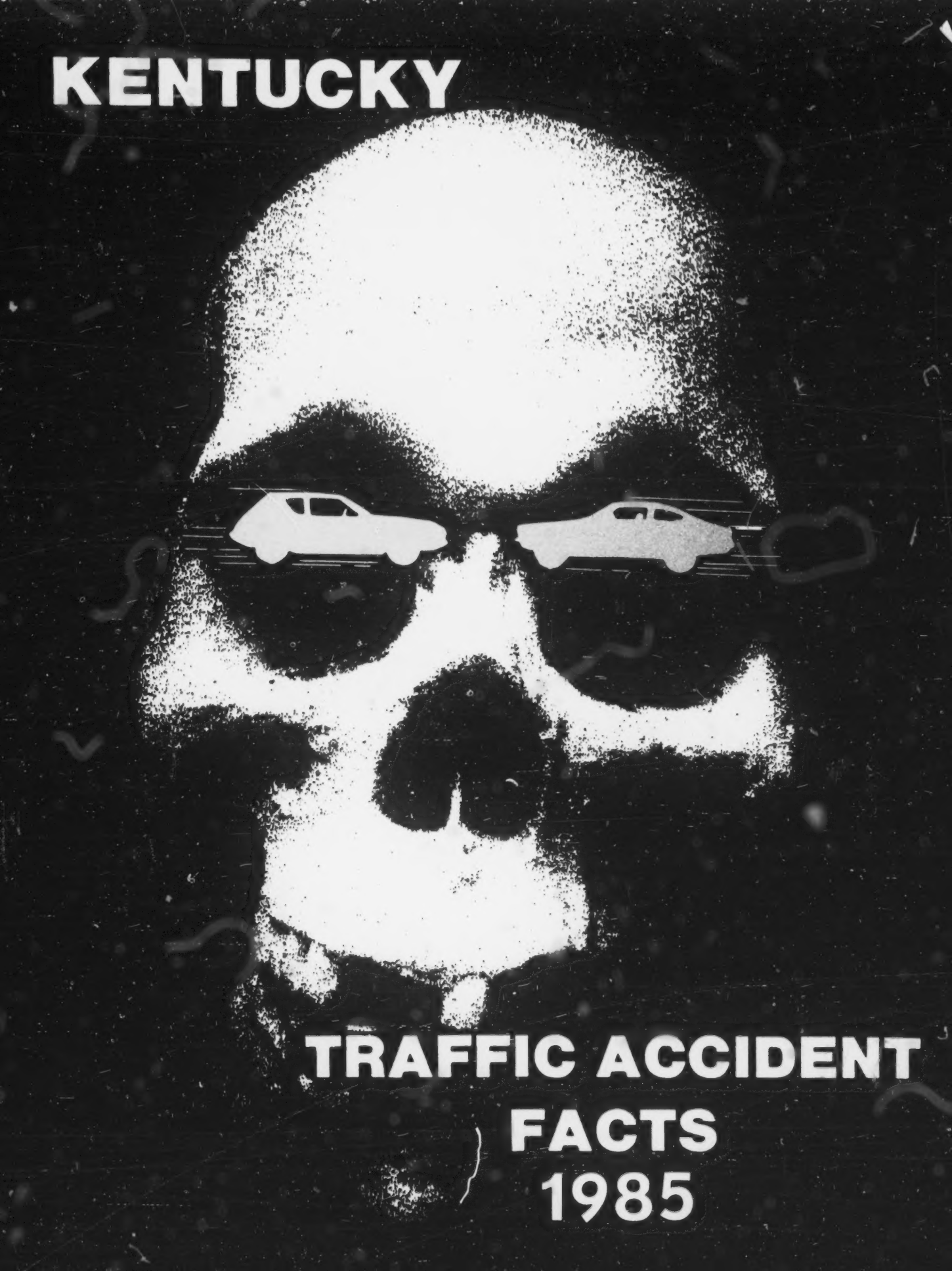
KENTUCKY



TRAFFIC ACCIDENT FACTS 1985

OFFICE OF THE GOVERNOR

FRANKFORT, KENTUCKY 40601

MARTHA LAYNE COLLINS

GOVERNOR

My Fellow Kentuckians:

While motor vehicles have become a way of life for all citizens in modern times, our mode of transportation is also responsible for the deaths and injuries of thousands of citizens in our Commonwealth each year. In addition to the life-threatening effects of driving, traffic accidents account for millions of dollars in insurance premiums, medical expenses and property damage repairs.

In reviewing the 1985 "Accident Facts" report, it is disturbing to note tha the number of accidents reported in the Commonwealth increased by more than three percent. However, I am pleased to see that the number of fatal accidents decreased by nearly nine percent, with 52 less persons killed during 1985.

We must all recognize the importance of traffic safety. My administration will continue to take every possible step to eliminate road hazards and improve the overall safety of our streets and highways.

Careful and cautious driving practices are the most effective strategies in reducing accidents. I urge all drivers to practice traffic safety. Together, we can make our streets and highways safer.

Sincerely,

Martha Layne Collins

An Equal Opportunity Employer M/F/H

COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

MARTHA LAYNE COLLINS
GOVERNOR

MORGAN T. ELKINS
COMMISSIONER

To the Honorable Martha Layne Collins
Governor of the Commonwealth of Kentucky

Pursuant to Kentucky Revised Statute 189.635, the Department of State Police accumulates accident reports submitted by all law enforcement agencies within the Commonwealth. This 1985 "Accident Facts" report provides statistical information on fatal accidents, accidents which resulted in injury and property damage accidents.

Please be advised that 1985 fatal accident data tabulated in this report reflects a "30 day" cut-off rather than the "90 day" cut-off adhered to in previous years. This change was made in order to make Kentucky's fatal accident tabulations consistent with national guidelines and procedures.

The responsibilities associated with collecting and analyzing information related to traffic accidents are carried out for the purpose of determining necessary improvements in traffic safety.

We respectfully submit this summary report for 1985 with the hope that the data contained herein will be of benefit to law enforcement, state and local government agencies and the driving public.

Morgan T. Elkins
Commissioner
Kentucky State Police

An Equal Opportunity Employer M/F/H

DEDICATION

This 1985 Accident Facts Report
is appropriately
dedicated
to

THE SEVEN HUNDRED FIFTEEN CITIZENS
WHO WERE VICTIMS
OF
FATAL TRAFFIC ACCIDENTS
DURING 1985

AND

TO

THEIR FAMILITES

All citizens of the Commonwealth of Kentucky
share the sorrow brought about by senseless
tragedies on our streets and highways.

KENTUCKY TRAFFIC ACCIDENT FACTS 1985

Prepared by:

Records Section
Information Services Branch
Kentucky State Police
1250 Louisville Road
Frankfort, Ky. 40601

(502) 227-8717

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INTRODUCTION

KENTUCKY'S TRAFFIC ACCIDENT FACTS report for 1985 is based on accident reports submitted to the Kentucky Accident Reporting Unit housed in the Kentucky State Police Information Services Branch, Records Section. As required by *Kentucky Revised Statute 189.635,* "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made. . .shall file a report of the accident. . .within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic accidents "for such purposes as will improve the traffic safety program in the Commonwealth." Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each accident, entering the information on Kentucky's *UNIFORM POLICE TRAFFIC ACCIDENT REPORT* form. Upon receipt of each report, the Accident Reporting Unit carefully screens the reports for accuracy and reasonableness before coding each item. The reports are then forwarded to Data Processing. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated.

In an effort to comply more fully with the statutory purpose of Kentucky's Accident Reporting System, the *1985 TRAFFIC ACCIDENT FACTS* report contains more detailed information than previously provided. It is hoped that the detailed information presented in this report will, in fact, "improve the traffic safety program in the Commonwealth." **Definitions and Terms:** the National *MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC ACCIDENTS* is used to ensure uniformity and compliance with federal requirements. Standard definitions and terms used in this booklet include the following:

Motor Vehicle Traffic Accident: any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

Accident: an unintended event that produces death, injury or damage. The word "injury" includes "fatal injury."

Trafficway: the entire width between property lines or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as matter of right or custom.

Fatal Accident: is any motor vehicle accident that results in fatal injuries to one or more persons.

Fatality: a person or persons killed in a fatal accident (also referred to as "persons killed").

Nonfatal Injury Accident: (also referred to as Personal Injury Accident) any motor vehicle accident that results in injury, other than fatal, to one or more persons.

Injured: a person or persons injured in an accident (also referred to as "persons injured").

Property Damage Accident: any motor vehicle accident in which there is no injury to any person, but only damage to a motor vehicle or other road vehicle or to other property, including injury to domestic animals.

Alcohol involved Accident: any accident in which an operator was observed to have been drinking by the officer investigating the accident.

NOTE: *KRS 189.635 requires that "any person operating a vehicle. . .who is involved in an accident resulting in any property damage exceeding $200 in which an investigation is not conducted by a law enforcement officer shall file a written report of the accident with the state police within ten (10) days of occurence of the accident. . ." Such reports are not included in the overall data presented in this report.*

NOTE: *Summary data on Fatal Accidents are included throughout this report. Additional data on Fatal Accidents can be found in the section titled "Kentucky's Fatal Accident Reporting System (FARS)," p.p. 33ff.*

NOTE: *Previous to 1985, Kentucky utilized a ninety day cut-off for deaths resulting from fatal accidents. As of 1985 and this report, persons who died as a result of injuries sustained in a motor vehicle accident are counted as "fatalities" only if death occurred within thirty days from the date of the accident. This change from ninety days to thirty days was made to be consistent with guidelines of the National Highways Safety Administration.*

NOTE: *Percentages are frequently used in this report and in the visual graphics. Due to rounding, aggregate percentages do not always equal 100.*

NOTE: *A graphically illustrated page of important information about Child Restraints (Safety Equipment) is on page 38 of this report. This information is suitable for reproduction and can be used as informational "hand-outs" during presentations on traffic safety.*

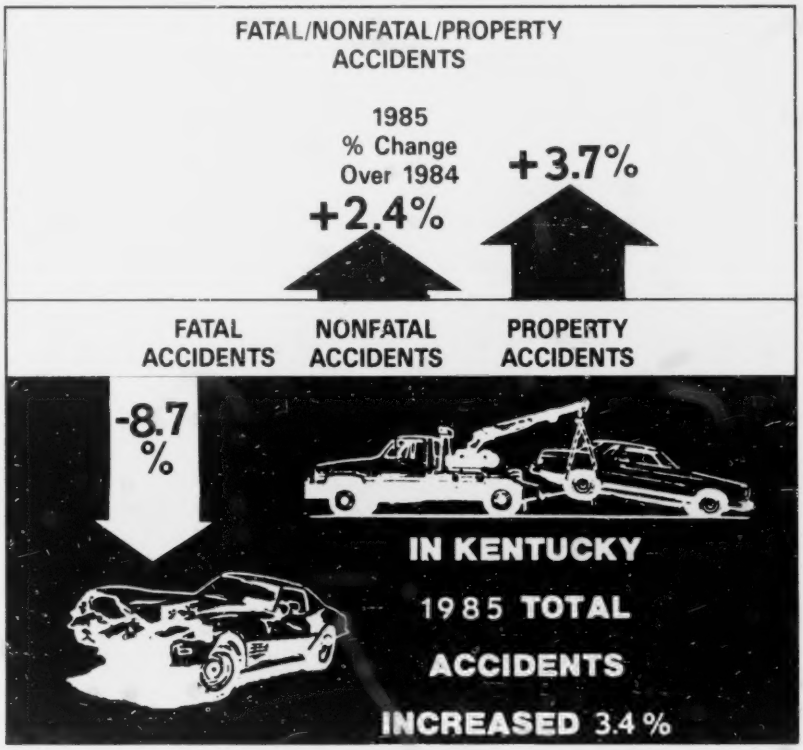
1985 ACCIDENTS SUMMARY

1985 ACCIDENTS SUMMARY

TYPE ACCIDENT REPORTED	1985	1984	% CHANGE
FATAL	626	686	-8.7
NON-FATAL INJURY	30,317	29,600	+ 2.4
PROPERTY DAMAGE ONLY	110,860	106,897	+ 3.7
TOTAL NUMBER REPORTED	141,803	137,183	+ 3.4

626 fatal accidents were reported during 1985 reflecting a 8.7% decrease when compared with 1984. Non-fatal injury accidents increased by 717 (+ 2.4%); accidents resulting in property damage only increased by 3,963 (+ 3.7%). The total number of accidents reported to the police in Kentucky during 1985 increased by 4,620 incidences (+ 3.4%) over 1984.

The ratio of fatal versus non-fatal injury versus property damage accidents are shown for 1985 and 1984 in the chart. No fluctuation occurred in the overall ratio of fatal vs. non-fatal accidents.



DEATHS AND INJURIES – 1985
SUMMARY

	1985	1984	% Change
PERSONS KILLED	715	767	-6.8
PERSONS INJURED	45,313	44,077	+2.8

FACTS: IN KENTUCKY, ONE OF EVERY 5,119 CITIZENS DIED AS A RESULT OF A FATAL TRAFFIC ACCIDENT DURING 1985.

IN KENTUCKY, ONE OF EVERY 2,693 LICENSED DRIVERS WAS INVOLVED IN A FATAL TRAFFIC ACCIDENT DURING 1985.

IN KENTUCKY, ONE OF EVERY EIGHTY CITIZENS WAS INJURED IN A TRAFFIC ACCIDENT DURING 1985.

715 persons were killed; 45,313 persons were injured on Kentucky's roads and highways during 1985.

While traffic fatalities went down by 52 deaths (-6.8%), 1985 versus 1984, there was a substantial increase of 1,221 more persons injured (+2.8%) during 1985.

Death rates for the years 1975 through 1985 are depicted in the right-hand column for Kentucky and the United States as a whole. Kentucky's fatalities have steadily decreased since 1980. National death rate trends also show a decline for the same period. In Kentucky there were 517 more fatalities during the five-year period (1976-1980) than occurred during the current five years (1981-1985).

A total of 28 billion miles were traveled in Kentucky during 1985. This figure was arrived at using total gas consumption (@ 13.54 miles/gallon average) and forms the basis for death rates shown in the right-hand column for 1985.

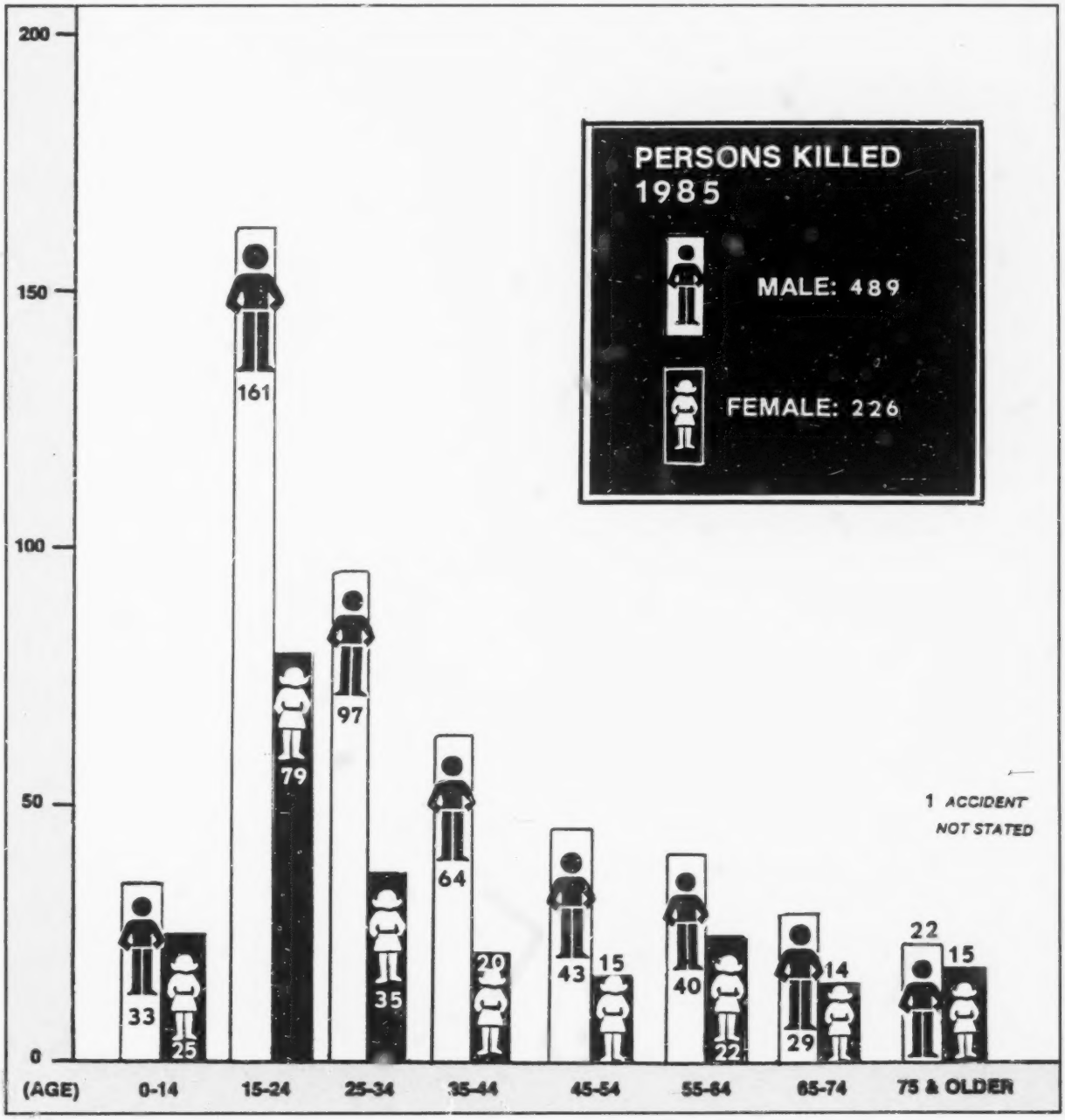
DEATH RATES 1975-1985

Basis:
deaths per 100 million miles travelled.

YEAR	KILLED	RATE	
		KY	U.S.
1975	882	3.6	3.5
1976	874	3.3	3.4
1977	958	3.5	3.3
1978	893	3.2	3.4
1979	905	3.3	3.5
1980	825	3.1	3.5
1981	830	3.3	3.3
1982	836	3.3	3.0
1983	790	3.0	2.7
1984	767	2.8	2.7
1985	715	2.6	2.8

FATALITIES BY AGE AND SEX

The number of persons killed in 1985 Fatal Accidents is shown by age and sex in the chart below. 489 Males versus 226 Females were killed. 34% of all persons killed in traffic fatalities were in the fifteen to twenty-four year old age group.



SEVERITY OF INJURY
BY
TYPE OF ACCIDENT

The chart belows depicts the severity of injuries for each of ten categories of accidents. Collisions (moving vehicles) accounted for 65% of all injuries and possible injuries reported during 1985. Collisions with fixed objects accounted for 24% of the injuries and possible injuries reported.

	TYPE OF INJURY		
TYPE OF ACCIDENT	**Incapacitating Injury**	**Non-Incapacitating Injury**	**Possible Injury**
Non-Collision Overturning	297	467	251
Other Non-Collision	378	655	433
Collision With Pedestrian	558	553	509
Collision With Motor Vehicle (Moving) In Transport	5,152	10,487	13,856
Collision With Parked Motor Vehicle	0	2	0
Collision With Railway Train	29	21	25
Collision With Pedacyclist	196	319	225
Collision With Animal	17	83	94
Collision With Fixed Object	2,569	4,355	3,198
Collision With Other Object	112	236	236
TOTAL	**9,308**	**17,178**	**18,827**
% Of All Injuries	**20.5%**	**38.0%**	**41.5%**

OCCURRENCE OF ACCIDENTS BY TYPE

78% of all accidents reported during 1985 involved moving vehicles.

14% of all accidents involved collisions with fixed objects.

8% of all accidents were other types of collisions (one vehicle with train, pedestrian, animal, etc.)

When looking at fatal accidents by themselves, the ratio between types of occurrences is different. 43% of all fatal accidents involved a collision with another vehicle.

33% of the fatal reported during 1985 involved collisions with fixed objects.

11% of the 1985 fatal accidents involved collisions with pedestrians. 13% of the fatal accidents were other type collisions.

Specific types of collisions and the ratio of persons killed in each type of collision are shown on the following page.

ALL ACCIDENTS

FATAL ACCIDENTS

TYPES OF COLLISIONS-1985

Collisions with other vehicles were responsible for more than 78% of all accidents reported during 1985. This same type of collision was also responsible for 46% of all fatalities (persons killed). Collisions with fixed objects accounted for more than 30% of the 1985 fatalities. These and other type collisions are depicted below.

COLLISION WITH MOTOR VEHICLE:

Total Accidents:	110,916
% of Total:	78.2%
Persons Killed:	328
% of Total:	45.8%

COLLISION WITH ANIMALS:

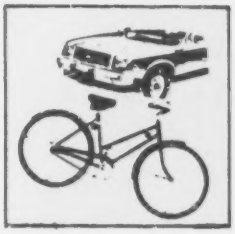
Total Accidents:	2,191
% of Total:	1.5%
Persons Killed	4
% of Total:	0.5%

COLLISION WITH FIXED OBJECT:

Total Accidents:	19,148
% of Total:	13.5%
Persons Killed:	221
% of Total:	30.9%

COLLISION WITH PEDACYCLIST

Total Accidents:	850
% of Total:	0.6%
Persons Killed:	11
% of Total:	1.5%

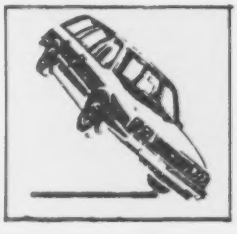


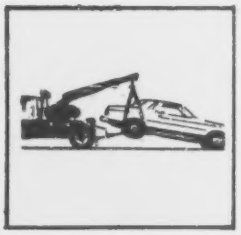
COLLISION WITH OTHER OBJECT:

Total Accidents:	2,626
% of Total:	1.9%
Persons Killed:	9
% of Total:	1.3%

OVERTURNING:

Total Accidents:	1,316
% of Total:	0.9%
Persons Killed	31
% of Total:	4.2%



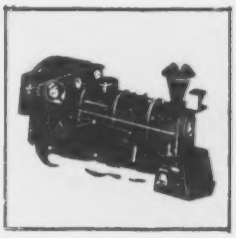


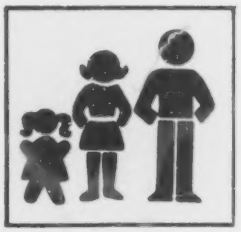
OTHER (NON-COLLISION):

Total Accidents:	2,992
% of Total:	2.1%
Persons Killed:	34
% of Total:	4.7%

COLLISION WITH RAILWAY TRAIN:

Total Accidents:	145
% of Total:	0.1%
Persons Killed:	5
% of Total:	0.7%





COLLISION WITH PEDESTRIAN:

Total Accidents:	1,558
% of Total:	1.1%
Persons Killed:	72
% of Total:	10.1%

COLLISION WITH PARKED VEHICLE:

Total Accidents:	61
% of Total:	0.0%
Persons Killed	0
% of Total:	None

COLLISIONS

(Vehicular Action)

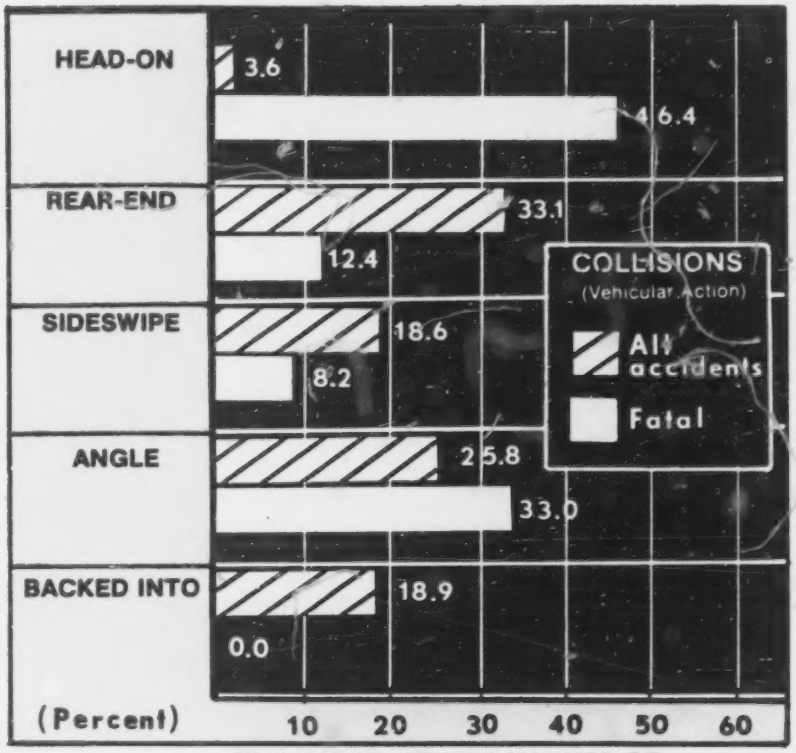
Head-on Collisions accounted for 46% of Kentucky's 1985 Fatal Accidents but more than 3% of all accidents.

Rear-end Collisions accounted for 33% of all accidents and 12% of the Fatal Accidents.

Sideswipes accounted for more than 18% of all accidents and more than 8% of the Fatal Accidents.

No deaths resulted from accidents in which one car backed into another, but accounted for more than 18% of all accidents.

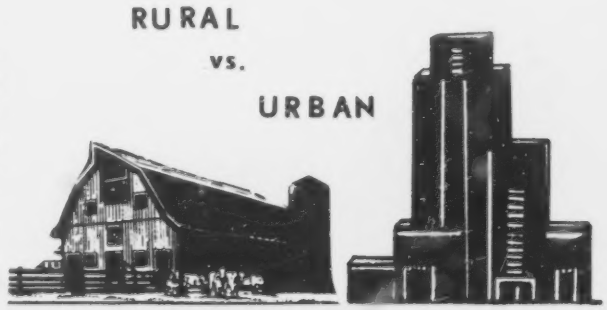
Angle collisions accounted for more than 25% of all accidents and 33% of Fatal Accidents.



COLLISIONS—WHERE MANNER OF COLLISION WAS KNOWN

ACCIDENT LOCATIONS— RURAL VS. URBAN

For the purpose of tabulating accident locations, an Urban Area is an area including and adjacent to a municipality or other known place of 5,000 or more population. Rural Areas are those places which do not meet this specification. As shown in the chart below, most accidents (64%) occurred in Urban Areas. However, the majority of Fatal Accidents (73%) took place in Rural Areas of Kentucky during 1985. Although Non-Fatal Injury Accidents were fairly evenly divided between Urban and Rural Areas, more than twice as many property Damage Accidents were reported in Urban Areas.



AREA	Number of Accidents	% Total	Fatal	% Total	Non-Fatal Injury	% Total	Prop. Dam.	% Total	Killed	% Total	Injured	% Total
RURAL	50,493	36%	458	73%	14,350	47%	35,685	32%	531	74%	22,599	50%
URBAN	91,310	64%	168	27%	15,967	53%	75,175	68%	184	26%	22,714	50%
TOTAL	141,803		626		30,317		110,860		715		45,313	

TYPE VEHICLES INVOLVED IN ACCIDENTS - 1985

260,696 vehicles were involved in accidents during 1985.

230,449 of the vehicles were passenger cars (88%).

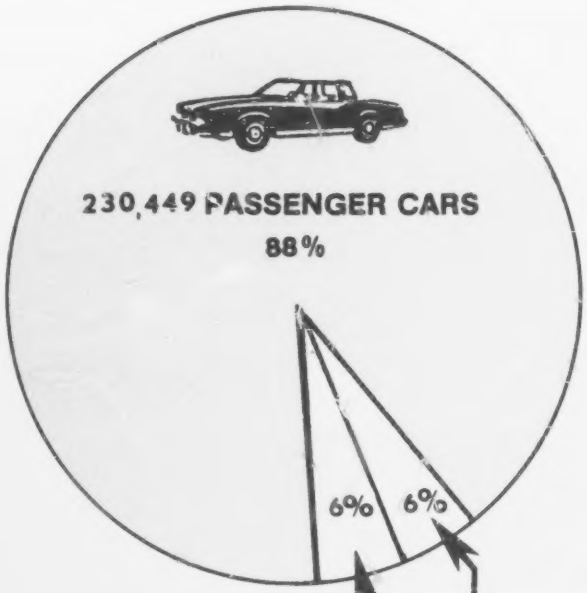
16,570 Semi and tractor trailer trucks were involved in accidents (6%).

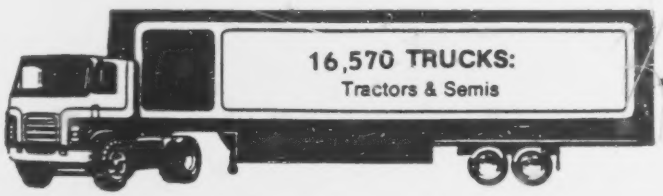
Other vehicles accounted for 6% of the vehicles involved in accidents during 1985, and are shown below.

The 16,570 Trucks include Tractor Trailer and Semis, Pick-ups (over ½ Ton), Chassis and Cab, Dump, Flat-Bed or Platform, Flatracks, Chassis mounted Campers, House-Cars and Motorized Homes (R.V.s), Pallett, Stake, or Rack, and Tank Trucks.

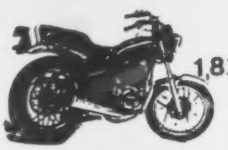
Other vehicles include Roadgraders, Street Cleaners, Paving Equipment, Forklifts, Backhoes, Bulldozers, Cranes, and other construction types, and Dune Buggies.

Passenger cars include Station Wagons, Vans, and light Pick-up Trucks.





OTHER VEHICLES



1,836 MOTORCYCLES

267 FARM TRACTORS /FARM EQUIPMENT

659 SCHOOL BUSES

276 MOTOR SCOOTERS & MOTORBIKES

511 BUSES

90 TAXICABS

534 EMERGENCY & MILITARY VEHICLES

11 GO-CARTS (Motorized)

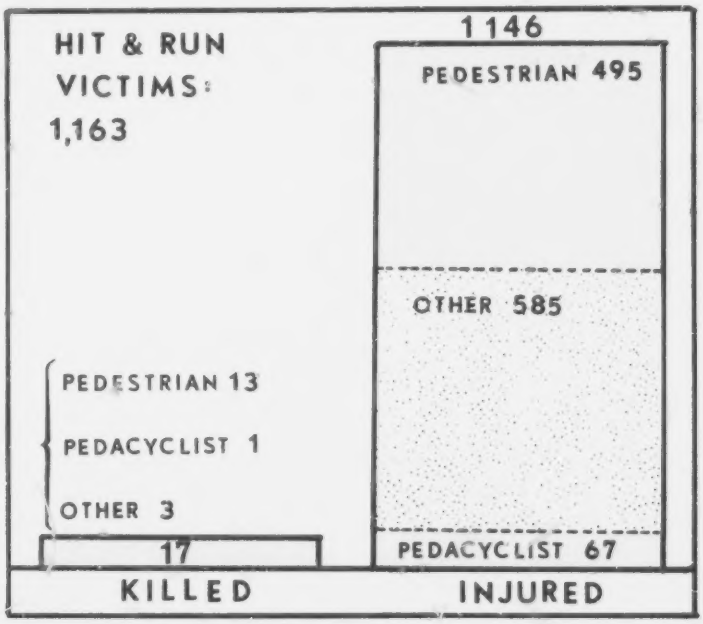
9,493 OTHER VEHICLES (Type Not Stated On Accident Report)

HIT AND RUN ACCIDENTS

Hit and Run Accidents are those accidents in which the driver leaves the collision scene with the intent of evading responsibility. Hit and Run is a serious violation of law. During 1985, 12,893 incidences of Hit and Run accidents occurred, of which 17 were Fatal Accidents and 935 were injury accidents. As depicted in the chart below, most of Kentucky's Hit and Run Accidents were Property Damage Accidents (11,941). 17 persons were killed and 1,146 were injured in 1985 Hit and Run Accidents.

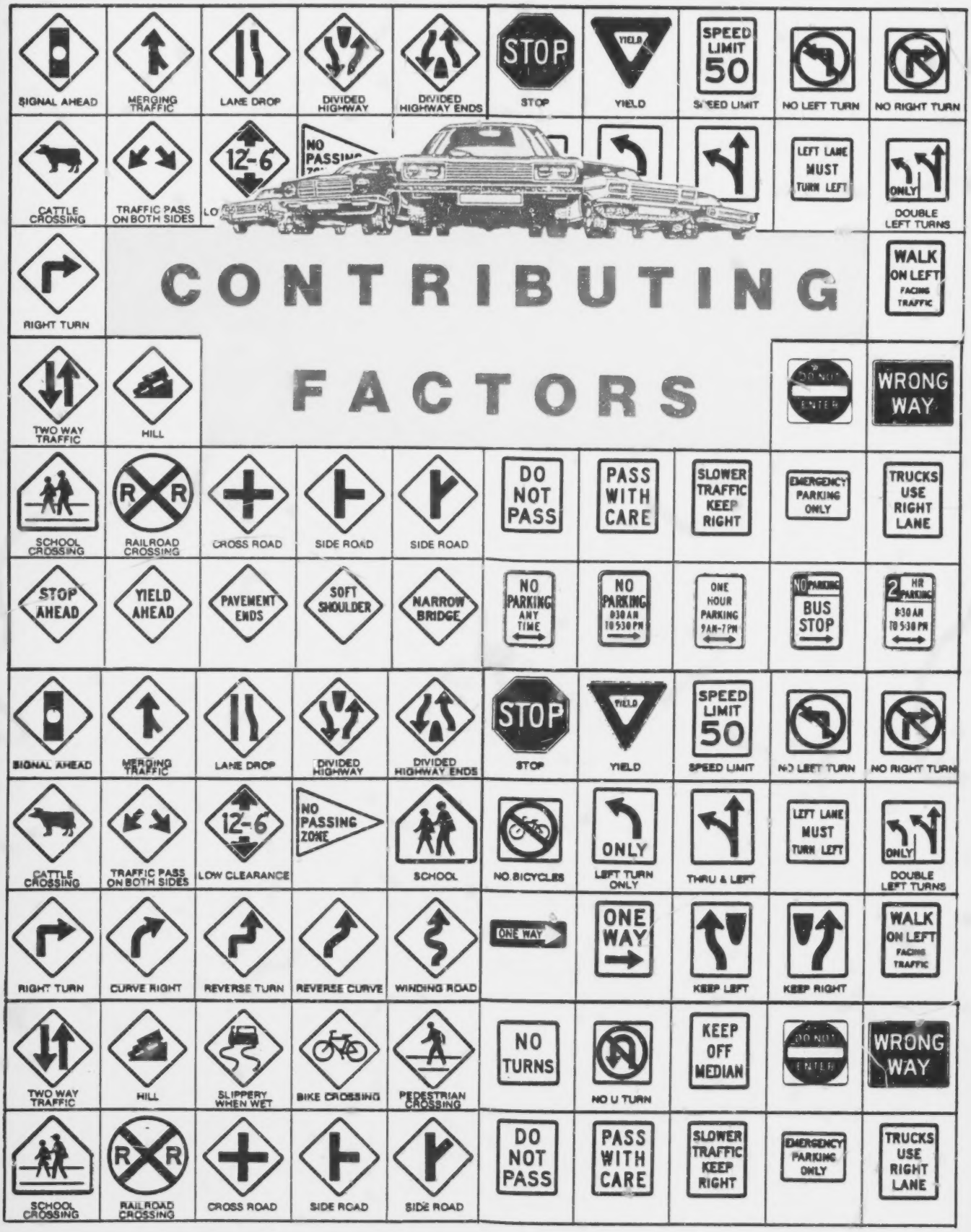
TOTAL	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	PERSONS KILLED	PERSONS INJURED
12,893	17	935	11,941	17	1,146

As shown in the right-hand chart, 13 of the 17 persons killed in 1985 Hit and Run Accidents were Pedestrians; 1 was a Pedacyclist. 495 Pedestrians and 67 Pedacyclists were injured in 1985 Hit and Run Accidents. Most in the "Other" category were vehicle occupants.



The types of Hit and Run Accidents, by Directional Analysis, are ranked below. As shown in the Chart, 60% of the 1985 Hit and Run Accidents involved Parked Vehicles or Vehicles in Parking Lots.

DIRECTIONAL ANALYSIS HIT AND RUN ACCIDENTS	TOTAL	% OF TOTAL	FATAL	NON FATAL INJURY	PROPERTY DAMAGE
One Vehicle in Parked Position (not in Parking Lot)	4,011	31	0	51	3,960
Accidents in Parking Lot	3,722	29	0	21	3,701
Collision with Fixed Object (Single Vehicle)	836	6	0	67	769
Intersection, Angle Accidents	500	4	1	84	415
Sideswipe Accidents					
Same Direction	526	4	1	51	474
Opposite Direction	631	5	0	93	538
Rear-end in Traffic Lane					
One Vehicle Stopped	220	2	0	34	186
Both Vehicles Moving	329	3	1	71	257
Collision with Pedestrian	200	2	13	177	10
Collision with Bicycle	88	1	1	67	20
All Other	1,830	14	0	219	1,611


SIGNAL AHEAD
MERGING TRAFFIC
LANE DROP
DIVIDED HIGHWAY
DIVIDED HIGHWAY ENDS
STOP
STOP
YIELD
YIELD
SPEED LIMIT 50
SPEED LIMIT
NO LEFT TURN
NO RIGHT TURN
CATTLE CROSSING
TRAFFIC PASS ON BOTH SIDES
12-6
LOW CLEARANCE
NO PASSING ZONE
LEFT LANE MUST TURN LEFT
ONLY
DOUBLE LEFT TURNS
RIGHT TURN
CONTRIBUTING
WALK ON LEFT FACING TRAFFIC
FACTORS
TWO WAY TRAFFIC
HILL
DO NOT ENTER
WRONG WAY
SCHOOL CROSSING
RAILROAD CROSSING
CROSS ROAD
SIDE ROAD
SIDE ROAD
DO NOT PASS
PASS WITH CARE
SLOWER TRAFFIC KEEP RIGHT
EMERGENCY PARKING ONLY
TRUCKS USE RIGHT LANE
STOP AHEAD
YIELD AHEAD
PAVEMENT ENDS
SOFT SHOULDER
NARROW BRIDGE
NO PARKING ANY TIME
NO PARKING 8:30 AM 10 5:30 PM
ONE HOUR PARKING 9AM-7PM
NO PARKING BUS STOP
2 HR PARKING 8:30 AM 10 5:30 PM
SIGNAL AHEAD
MERGING TRAFFIC
LANE DROP
DIVIDED HIGHWAY
DIVIDED HIGHWAY ENDS
STOP
YIELD
SPEED LIMIT 50
NO LEFT TURN
NO RIGHT TURN
CATTLE CROSSING
TRAFFIC PASS ON BOTH SIDES
12-6
LOW CLEARANCE
NO PASSING ZONE
SCHOOL
NO BICYCLES
ONLY
LEFT TURN ONLY
THRU & LEFT
LEFT LANE MUST TURN LEFT
ONLY
DOUBLE LEFT TURNS
RIGHT TURN
CURVE RIGHT
REVERSE TURN
REVERSE CURVE
WINDING ROAD
ONE WAY
ONE WAY
KEEP LEFT
KEEP RIGHT
WALK ON LEFT FACING TRAFFIC
TWO WAY TRAFFIC
HILL
SLIPPERY WHEN WET
BIKE CROSSING
PEDESTRIAN CROSSING
NO TURNS
NO U TURN
KEEP OFF MEDIAN
DO NOT ENTER
WRONG WAY
SCHOOL CROSSING
RAILROAD CROSSING
CROSS ROAD
SIDE ROAD
SIDE ROAD
DO NOT PASS
PASS WITH CARE
SLOWER TRAFFIC KEEP RIGHT
EMERGENCY PARKING ONLY
TRUCKS USE RIGHT LANE

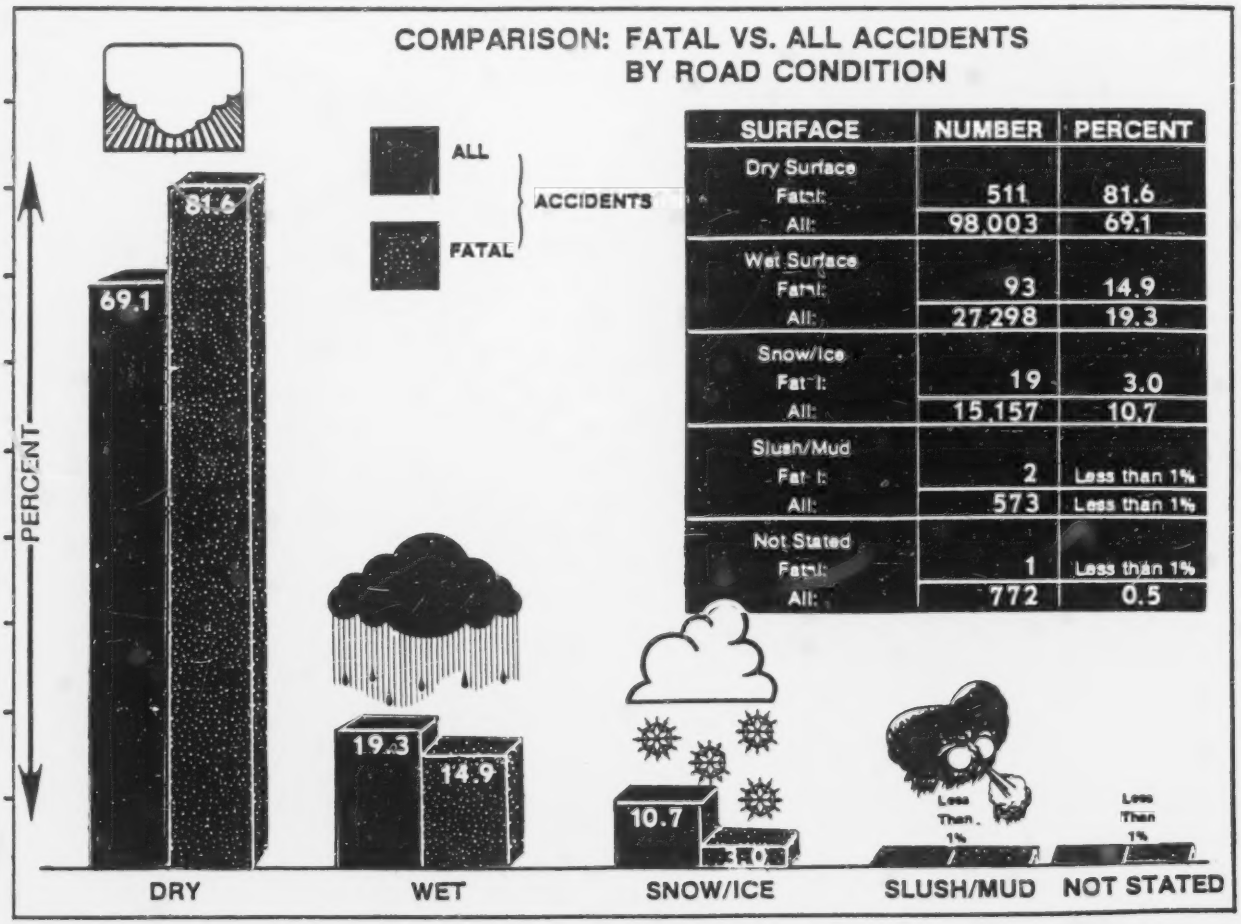
1985 ACCIDENTS—CONTRIBUTING FACTORS AND CONDITIONS

A variety of factors and conditions can contribute to an accident. A summary of major contributing factors is shown in the right-hand chart. Note: the percentages are based on total number of factors involved and are derived from a separate comparison of drivers, Vehicular, and Environmental factors. Only those factors which exceeded 6% are listed.

CONTRIBUTING FACTOR	ALL	FATAL	NON-FATAL
Driver			
Driver Inattentio n	35%	10%	24%
Alcohol Involve nent	6%	22%	12%
Failure to Yield	18%	15%	19%
Unsafe Speed	10%	29%	16%
Vehicular			
Brakes defective	28%	19%	31%
Tire failure/inadequate	12%	21%	18%
Environmental			
Slippery Surface	58%	39%	57%
View Obstructed, etc.	15%	22%	16%
Animal Action	6%	3%	4%

ROAD CONDITIONS

The chart below compares Fatal with All Accidents for differing road conditions identified by the officer who completed the accident investigation and report. *NOTE: road conditions are tabulated for each accident reported irrespective of whether one or more vehicles were involved.*



SURFACE	NUMBER	PERCENT
Dry Surface		
Fatal:	511	81.6
All:	98,003	69.1
Wet Surface		
Fatal:	93	14.9
All:	27,298	19.3
Snow/Ice		
Fatal:	19	3.0
All:	15,157	10.7
Slush/Mud		
Fatal:	2	Less than 1%
All:	573	Less than 1%
Not Stated		
Fatal:	1	Less than 1%
All:	772	0.5

CONTRIBUTING FACTORS (CONTD.)
PEDESTRIAN ACCIDENTS

PEDESTRIAN ACTION	PEDESTRIANS		PEDESTRIANS KILLED AND INJURED BY AGE								
	Killed	Killed and/or Injured	0 -4	5 -9	10 -14	15 -19	20 -24	25 -44	45 -64	65 -Up	Not Stated
At Intersection	3	161	6	28	21	12	16	26	15	35	2
Crossing With Signal	0	80	3	4	9	6	4	19	18	13	4
Crossing Against Signal	2	64	3	9	14	14	4	7	4	8	1
Not at Intersection	18	311	44	90	41	31	14	42	29	12	8
Getting On or Off Vehicle	1	45	2	2	3	6	4	15	5	7	1
Emerging From Parked Vehicle	1	24	5	5	0	3	2	7	0	2	0
Walking in Roadway	31	462	14	67	57	45	51	100	66	50	14
Playing in Roadway	2	123	28	56	23	4	3	2	2	1	4
Working in Roadway	5	52	0	1	1	4	10	19	13	3	1
Not in Roadway	9	272	19	16	17	31	44	76	34	21	14
Totals	**72**	**1,596**	**124**	**278**	**186**	**156**	**152**	**313**	**186**	**152**	**49**

PEDESTRIAN ACTION	VEHICLE ACTION							
	Straight	Over-taking	Right Turn	Left Turn	U-Turn	Backing	Other	Total
At Intersection	80	0	23	24	1	4	30	162
Crossing With Signal	23	0	17	30	1	0	12	83
Crossing Against Signal	48	0	4	3	0	1	7	63
Not at Intersection	273	0	2	5	0	10	36	326
Getting On or Off Vehicle	25	1	0	0	0	12	27	65
Emerging From Parked Vehicle	15	1	0	1	0	4	10	31
Walking in Roadway	370	3	4	12	0	23	66	478
Playing in Roadway	106	0	2	2	0	3	13	126
Working in Roadway	45	0	0	1	0	2	32	80
Not in Roadway	126	3	6	10	0	48	135	328
Totals	**1,111**	**8**	**58**	**88**	**2**	**107**	**368**	**1,742**

72 Pedestrians were killed and 1,520 were injured in 1985 traffic accidents. The charts above depict ages of pedestrian accident victims and the "actions" of the pedestrian vs. the vehicle at the time of the accident.

The right-hand chart provides data related to accidents in which school age children were involved. During 1985, 95 of the persons killed were in accidents involving school-age children. 6,691 persons were injured in these accidents.

ACCIDENTS INVOLVING SCHOOL AGE CHILDREN						
Non-Collision	Total	Fatal	Injury	Property Damage	Killed Total	Injured Total
Overturning	39	4	35	0	5	85
Other Non-Collision	81	1	80	0	4	181
Collision Involving Pedestrian	450	11	439	0	11	499
MV in Transport	1,728	33	1,695	0	53	4,458
Parked MV	0	0	0	0	0	0
Railroad Train	4	1	3	0	1	7
Pedacyclist	382	6	376	0	6	406
Animal	9	0	9	0	0	18
Fixed Object	370	8	362	0	14	992
Other Object	21	1	20	0	1	45
Totals	**3,084**	**65**	**3,019**	**0**	**95**	**6,691**

CONTRIBUTING FACTORS (Contd.)
ACCIDENTS INVOLVING PEDESTRIANS

Driver factors determined by the investigating officer are tabulated in the right-hand charts.

In accidents involving pedestrians, factors include:

Traffic rule violations*	9.3%
Driver inattention	11.2%
Alcohol/Drugs	3.3%

Fatal Accidents	**70**
Injury Accidents	**1,442**
Property Damage Accidents	**46**
TOTAL	**1,558**
KILLED	**72**
INJURED**	**1,620**

**1,522 pedestrians were injured

In accidents involving school-age children, factors include:

Traffic rule violations*	24.1%
Driver inattention	12.2%
Alcohol/Drugs	2.5%

Fatal Accidents	**65**
Injury Accidents	**3,019**
Property Damage Accidents	**0**
TOTAL	**3,084**
KILLED	**95**
INJURED	**6,691**

Driving factors contributing to accidents involving school buses include:

Traffic rule violations*	17.5%
Driver inattention	16.5%

Fatal Accidents	**0**
Injury Accidents	**96**
Property Damage Accidents	**559**
TOTAL	**655**
KILLED	**0**
INJURED	**217**

**Percentages for Traffic Rule Violations include: Unsafe Speed; Failure to yield Right of Way; Following too close; Improper Passing; Disregard of Traffic Controls; & Turning Improperly.*

CONTRIBUTING FACTORS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	49	5	43
Failed To Yield Right of Way	93	1	91
Following Too Close	3	0	3
Improper Passing	5	1	4
Disregard of Traffic Controls	14	1	13
Turning Improperly	2	0	2
Alcohol Involvement	57	10	47
Drug Involvement	3	0	3
Sick	0	0	0
Fell Asleep	3	0	3
Lost Consciousness	1	0	1
Driver Inattention	201	5	191
Distraction	25	1	24
Physical Disability	4	0	4
Other	182	7	173
None Detected	1,005	45	928
Not Stated	142	7	126
Totals	**1,789**	**83**	**1,656**

SCHOOL-AGE CHILDREN

CONTRIBUTING FACTORS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	385	13	372
Failed To Yield Right of Way	613	13	600
Following Too Close	97	0	97
Improper Passing	31	3	28
Disregard of Traffic Controls	137	1	136
Turning Improperly	48	1	47
Alcohol Involvement	136	10	126
Drug Involvement	2	0	2
Sick	1	0	1
Fell Asleep	20	1	19
Lost Consciousness	9	2	7
Driver Inattention	665	9	656
Distraction	77	2	75
Physical Disability	4	0	4
Other	296	6	290
None Detected	2,772	52	2,720
Not Stated	144	4	140
Totals	**5,437**	**117**	**5,320**

SCHOOL BUS ACCIDENTS

CONTRIBUTING FACTORS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	58	0	19
Failed To Yield Right of Way	125	0	25
Following Too Close	11	0	1
Improper Passing	9	0	0
Disregard of Traffic Controls	8	0	3
Turning Improperly	23	0	2
Alcohol Involvement	7	0	2
Drug Involvement	0	0	0
Sick	1	0	1
Fell Asleep	4	0	3
Lost Consciousness	7	0	6
Driver Inattention	221	0	24
Distraction	19	0	1
Physical Disability	0	0	0
Other	121	0	11
None Detected	645	0	92
Not Stated	79	0	9
Totals	**1,338**	**0**	**199**

CONTRIBUTING FACTORS (Contd.)

Driver factors contributing to accidents involving trains include:

Failure to yield right of way:	18.5%
Driver inattention	26.2%
Disregard of traffic controls:	15.5%

Fatal Accidents	**5**
Injury Accidents	**54**
Property Damage Accidents	**86**
TOTAL	**145**
KILLED	**5**
INJURED	**75**

Driver factors contributing to accidents involving trucks include:

Violations of traffic rules:	19.6%
Alcohol/drugs:	1.2%

Fatal Accidents	**116**
Injury Accidents	**2,794**
Property Damage Accidents	**12,380**
TOTAL	**15,290**
KILLED	**137**
INJURED	**4,130**

Driving factors contributing to accidents involving bicycles include:

Violation of traffic rules:	12.9%

Fatal Accidents	**11**
Injury Accidents	**696**
Property Damage Accidents	**143**
TOTAL	**850**
KILLED	**11**
INJURED*	**740**

**709 of those injured were bicyclists.*

TRAINS

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	5	1	3
Failed To Yield Right of Way	31	3	15
Following Too Close	0	0	0
Improper Passing	0	0	0
Disregard of Traffic Controls	26	0	10
Turning Improperly	0	0	0
Alcohol Involvement	12	0	5
Drug Involvement	0	0	0
Sick	0	0	0
Fell Asleep	0	0	0
Lost Consciousness	0	0	0
Driver Inattention	44	2	19
Distraction	0	0	0
Physical Disability	0	0	0
Other	11	0	2
None Detected	31	0	13
Not Stated	8	0	2
Totals	**168**	**6**	**69**

TRUCKS

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	1,266	26	477
Failed To Yield Right of Way	2,473	35	537
Following Too Close	880	2	183
Improper Passing	251	6	46
Disregard of Traffic Controls	408	7	135
Turning Improperly	607	1	37
Alcohol Involvement	462	13	200
Drug Involvement	17	0	9
Sick	7	0	3
Fell Asleep	148	8	70
Lost Consciousness	16	0	9
Driver Inattention	4,455	17	610
Distraction	255	1	57
Physical Disability	26	0	7
Other	2,863	17	392
None Detected	14,349	120	2,803
Not Stated	1,576	8	163
Totals	**30,059**	**261**	**5,738**

BICYCLES

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	18	1	16
Failed To Yield Right of Way	75	0	58
Following Too Close	2	0	2
Improper Passing	5	0	4
Disregard of Traffic Controls	7	0	7
Turning Improperly	5	0	4
Alcohol Involvement	10	2	6
Drug Involvement	0	0	0
Sick	0	0	0
Fell Asleep	0	0	0
Lost Consciousness	1	0	1
Driver Inattention	78	0	68
Distraction	1	0	0
Physical Disability	0	0	0
Other	50	0	44
None Detected	560	7	453
Not Stated	59	1	49
Totals	**871**	**11**	**712**

CONTRIBUTING FACTORS (Contd.)

Driver factors contributing to accidents involving motorcycles include:

Violation of traffic rules:	28.2%
Driver inattention	11.9%
Alcohol/Drugs:	5.2%

Fatal Accidents	**43**
Injury Accidents	**1,327**
Property Damage Accidents	**439**
TOTAL	**1,809**
KILLED	**47**
INJURED*	**1,610**

**Note: 29 of the injured persons were pedestrians and 9 were pedacyclists.*

Driver factors contributing to accidents involving mopeds include:

Violation of traffic rules:	27.2%
Driver inattention::	11.4%

Fatal Accidents	**1**
Injury Accidents	**179**
Property Damage Accidents	**56**
TOTAL	**236**
KILLED	**1**
INJURED	**211**

40% of those persons killed in motorcycle accidents were not wearing helmets.

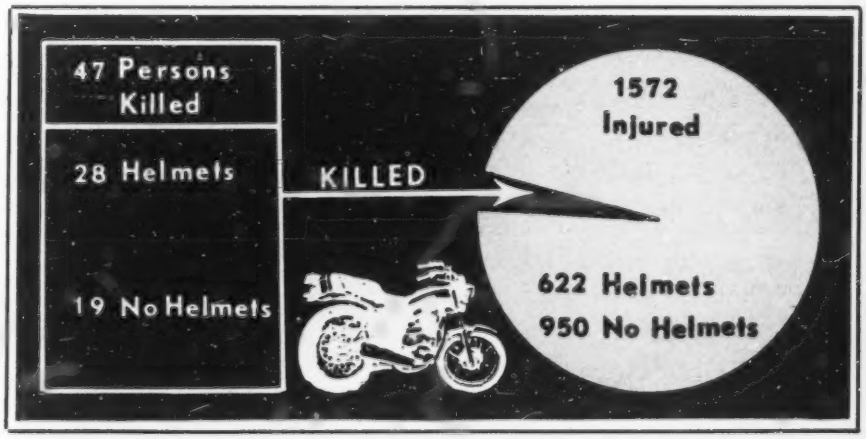
60% of those persons injured in motorcycle accidents were not wearing helmets.

MOTORCYCLES

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	338	21	283
Failed To Yield Right of Way	382	9	301
Following Too Close	78	0	43
Improper Passing	49	0	36
Disregard of Traffic Controls	40	2	31
Turning Improperly	34	0	23
Alcohol Involvement	169	7	139
Drug Involvement	4	0	4
Sick	0	0	0
Fell Asleep	6	0	5
Lost Consciousness	4	0	4
Driver Inattention	390	6	272
Distraction	22	0	17
Physical Disability	5	0	5
Other	247	8	171
None Detected	1,348	27	911
Not Stated	150	1	73
Totals	**3,266**	**81**	**2,318**

MOPEDS

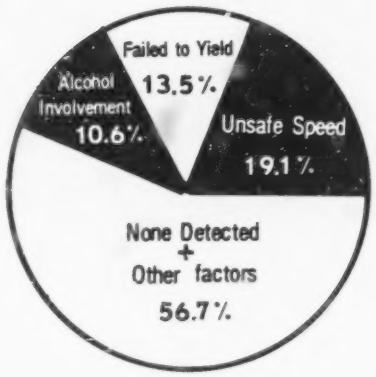
CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	27	0	25
Failed To Yield Right of Way	50	0	40
Following Too Close	10	0	6
Improper Passing	7	0	4
Disregard of Traffic Controls	15	0	11
Turning Improperly	10	0	8
Alcohol Involvement	10	0	9
Drug Involvement	0	0	0
Sick	0	0	0
Fell Asleep	0	0	0
Lost Consciousness	0	0	0
Driver Inattention	50	0	36
Distraction	3	0	2
Physical Disability	0	0	0
Other	55	0	40
None Detected	166	1	122
Not Stated	34	0	22
Totals	**437**	**1**	**325**



CONTRIBUTING FACTORS (Contd.)
MULTIPLE FATAL ACCIDENTS

Driver contributing factors which were determined by the investigating officer for multiple fatal accidents are tabulated in the right-hand chart.

As depicted below, unsafe speed and alcohol involvement were noted in many of the multiple fatal accidents.



CONTRIBUTING FACTORS (Driver)	NUMBER
Unsafe Speed	27
Failed to Yield Right of Way	19
Following Too Close	1
Improper Passing	4
Disregard of Traffic Controls	1
Alcohol Involvement	15
Fell Asleep	3
Driver Inattention	6
Physical Disability	0
Other	10
None Detected	50
Not Stated on Report	5
Totals	**141**

SAFETY EQUIPMENT

The numbers of accidents in which a vehicle occupant (driver or other passenger) was using safety equipment are tabulated below, together with the numbers of accidents in which none of the occupants were restrained. The "low" usage of restraints is demonstrated by the percentages indicated.

TYPE OF EQUIPMENT USED	ACCIDENT TOTAL	FATAL	INJURY	PROPERTY DAMAGE
Lap Belt	14,891	32	3,183	11,676
Harness	11,410	33	2,510	8,867
Child Restraints	2,203	6	611	1,586
Helmets	1,023	27	820	176
Air Bag	18	0	5	13
Other Passive Restraints	74	0	17	57
Total Accidents Restraints Used	**26,619 (21%)**	**98 (16%)**	**7,146 (24%)**	**22,375 (20%)**
Total Accidents Restraint Not Used*	**112,184 (79%)**	**528 (84%)**	**23,171 (76%)**	**88,485 (80%)**

**Includes accidents in which it was not known whether a restraint was used.*

Note: Additional data on Safety Equipment can be found on pages 36 & 37 (for FATAL Accidents only).

TRUCK ACCIDENTS
(Contributing Factors)

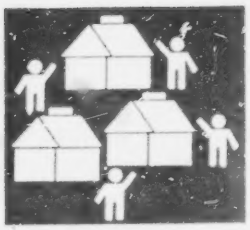
Vehicular factors, as noted by the investigating officer on the accident reports are tabulated below for accidents involving trucks. (See page 17 for type vehicles included as "trucks.") Persistently noted factors include Defective Brakes, Tire Failure, Over or Improper Load, and "Other," which may include such defects as wheels, bearings, transmission, accelerator, etc.

Vehicular Factors	All Accidents	Fatal Accidents	Non-Fatal Injury Accidents
Brakes Defective	515	5	151
Headlights Defective	10	1	4
Other Lighting Defects	99	2	23
Steering Failure	75	1	39
Tire Failure/Inadequate	185	4	50
Tow Hitch Defective	58	0	9
Over or Improper Load	119	2	14
Oversized Load on Vehicle	94	0	12
Other	720	4	119
None Detected	25,843	210	4,838
Not Stated	1,365	7	132
Total	**29,083**	**236**	**5,391**

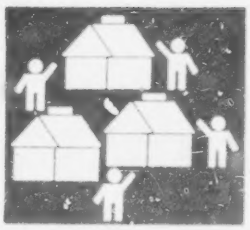
Environmental factors tabulated below for accidents involving Trucks, show Slippery Surfaces, Obstructed or Limited View, Animals in the roadway, Road construction, Improperly parked vehicles, and "Other" factors as the most persistent. "Other" environmental factors may include a previous accident on the roadway, a driver bitten by an insect, a poorly banked curve, or a variety of additional factors which can affect road safety.

Environmental Factors	All Accidents	Fatal Accidents	Non-Fatal Injury Accidents
Animal Action	138	0	16
Glare	79	3	26
View Obstructed/Limited	673	10	138
Debris in Roadway	90	0	21
Improper/Non-Working Traffic Control	26	2	10
Shoulders Defective	93	1	27
Holes/Deep Ruts/Bumps	34	0	7
Road Under Construction Maintenance	197	1	67
Improperly Parked Vehicles	125	2	19
Fixed Objects	58	0	5
Slippery Surfaces	2,475	20	651
Water Pooling	86	0	27
Other	477	2	101
None Detected	23,347	194	4,184
Not Stated	1,279	5	114
Total	**29,177**	**240**	**5,413**

DRIVER INVOLVEMENT - 1985 ACCIDENTS



RESIDENCE of DRIVER

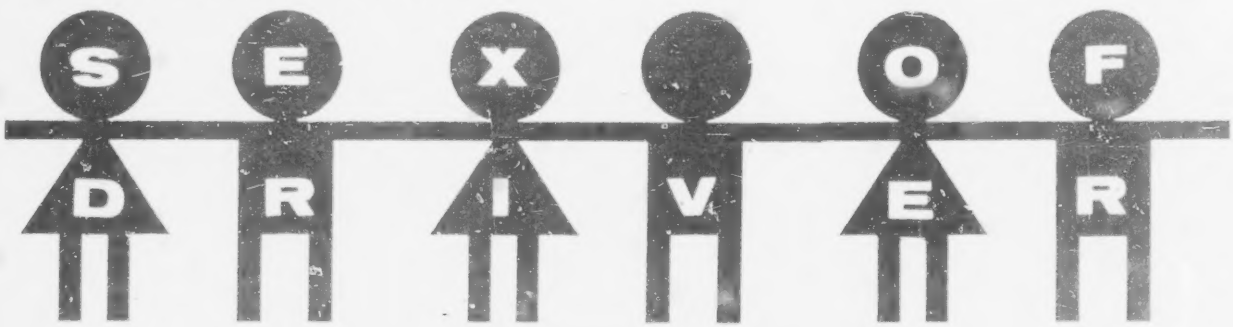


232,752 drivers were involved in accidents during 1985. 928 drivers were involved in fatal accidents. The chart below tabulates driver involvement by residence and shows that most drivers (83%) were residents of the locality where the accident occurred.

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	Number Involved In Accidents	Percent of Total	Number Involved In Fatal Accidents	Percent of Total
Local Resident	194,462	83.5	732	78.9
Residing Elsewhere in State	9,267	4.0	59	6.4
Non-Resident*	18,220	7.8	125	13.5
Unknown	10,803	4.6	12	1.3
TOTAL	232,752		928	

*135 persons were killed in accidents involving out-of-state drivers; 6,056 persons were injured in accidents involving out-of-state drivers; of those injured, 1,330 suffered incapacitating injuries, 2,111 non-incapacitating injuries, and 2,615 were "possible" injuries.



SEX OF DRIVERS INVOLVED IN ACCIDENTS

As shown in the chart below, 61.3% of the drivers involved in accidents during 1985 were male; 34.2% were female. In fatal accidents 78.3% of the drivers were male; 20.3% were female.

TOTAL ACCIDENTS

Sex	# IN ACCIDENTS	% IN ACCIDENTS*
MALE	142,568	61.3
FEMALE	79,523	34.2
NOT STATED	10,661	4.6
TOTAL	232,752	

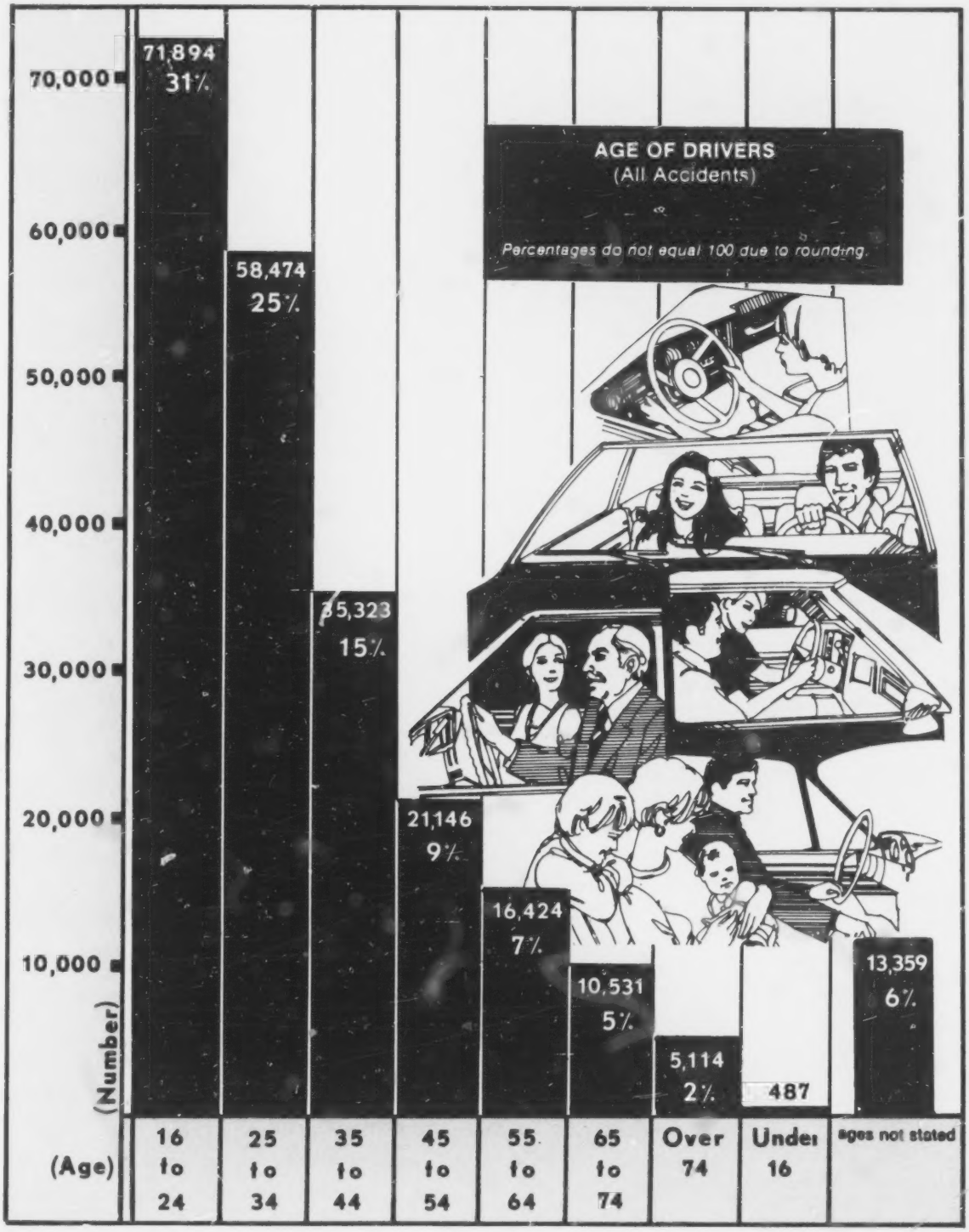
FATAL ACCIDENTS

Sex	# IN ACCIDENTS	% IN ACCIDENTS*
MALE	727	78.3
FEMALE	188	20.3
NOT STATED	13	1.4
TOTAL	928	

**Percentages do not equal 100% due to rounding*

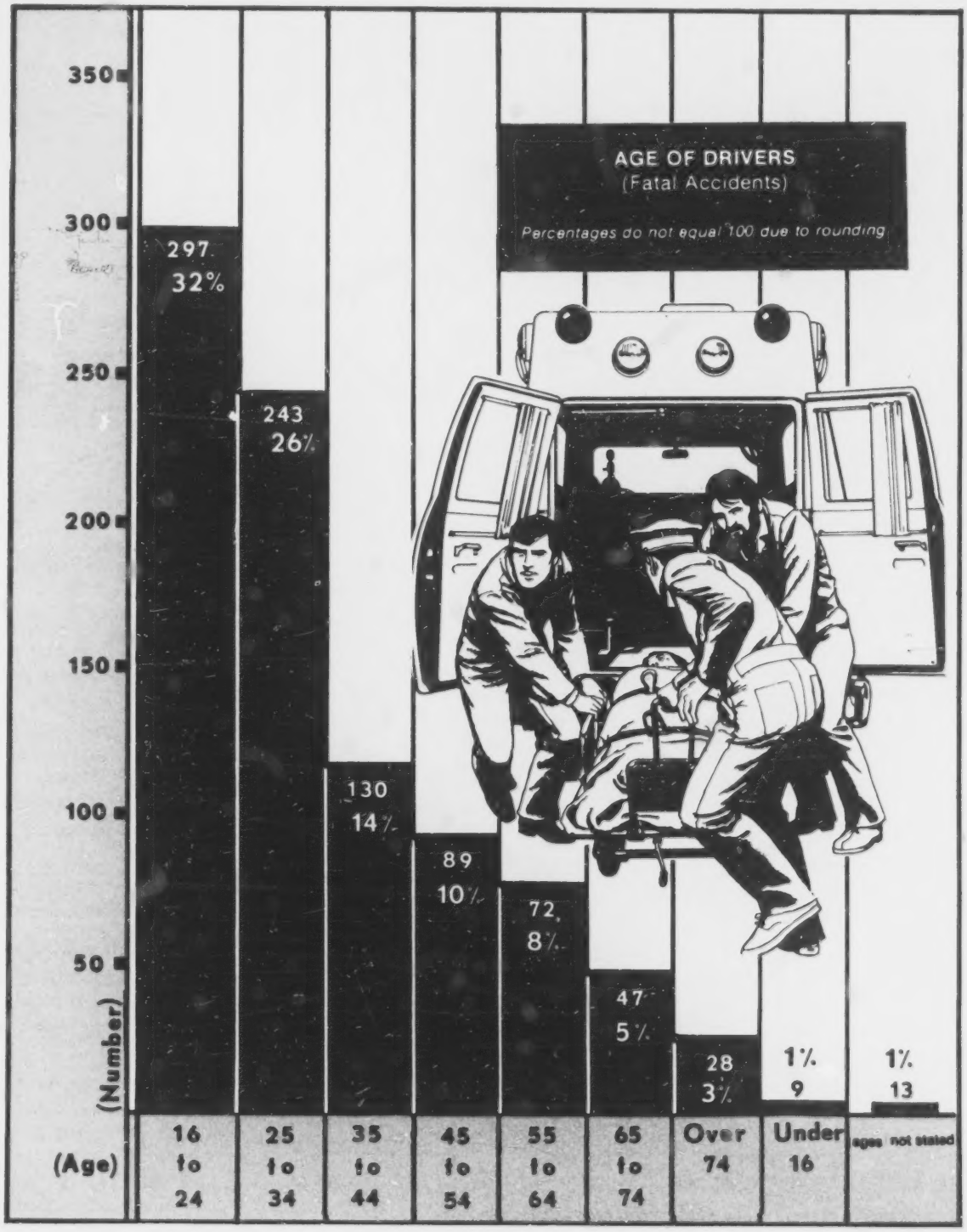
AGE OF DRIVERS - 1985
(All Accidents)

The chart groups the ages of drivers involved in 1985 accidents. Percentages are based on 232,752 drivers and includes 13,359 (6%) drivers whose ages were not stated on the accident report.



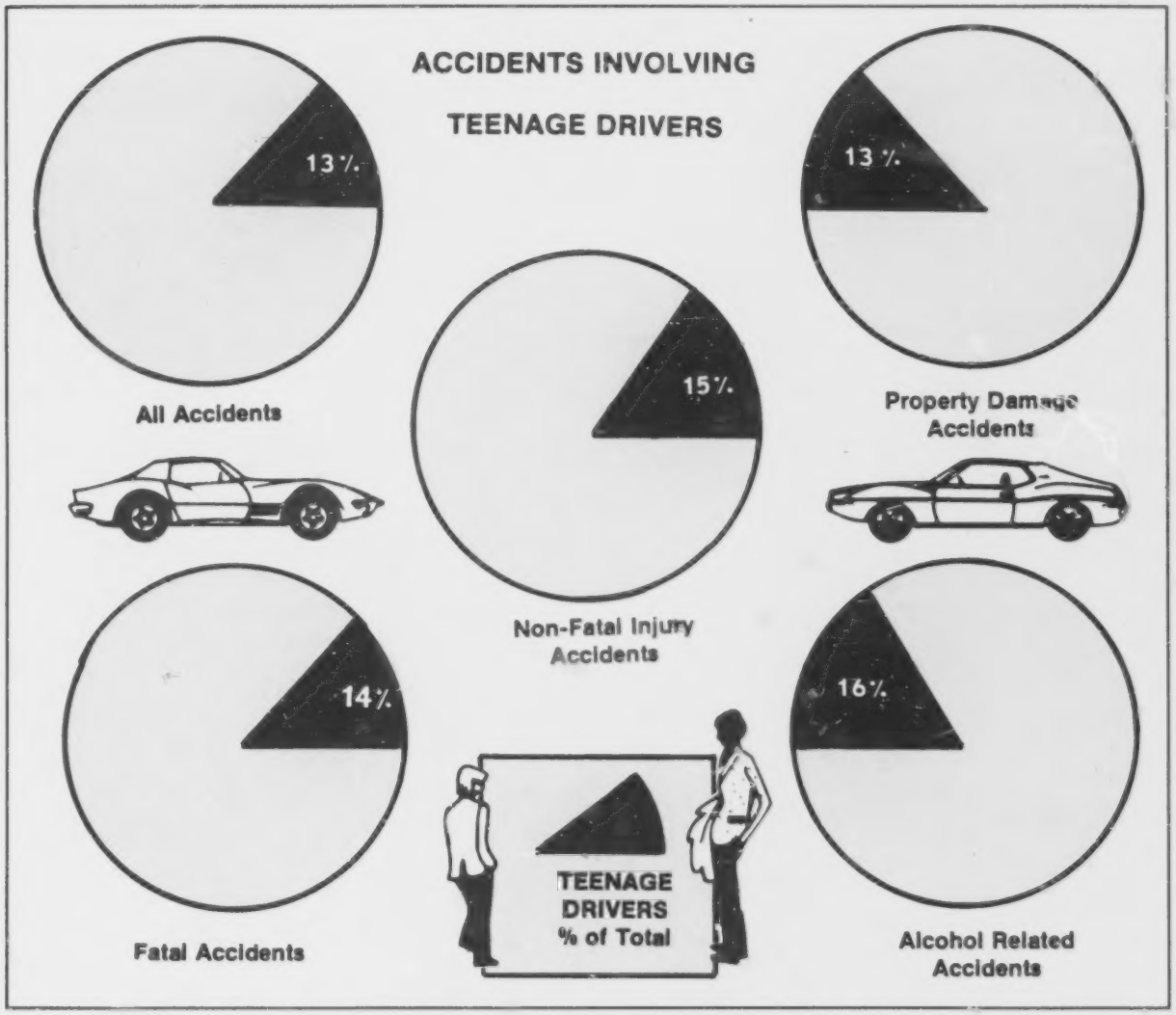
AGE OF DRIVERS - 1985
(Fatal Accidents Only)

The chart groups the ages of drivers involved in 1985 Fatal Accidents. Percentages are based on drivers involved in Fatal Accidents during 1985 and includes 13 drivers (1%) who ages were not stated on the accident report.



ACCIDENTS INVOLVING TEENAGE DRIVERS

The percentage of teenage drivers' (versus other age groups) involvement in 1985 accidents (by type) are shown below.



TEENAGE DRIVERS REPRESENT 12.6% OF KENTUCKY'S LICENSED DRIVERS (Based on Population Ratio)

The number of teenage drivers involved in accidents, together with Alcohol Related Accidents, are shown below. It should be noted that tabulations for "Alcohol Related Accidents" were derived from "human" contributing factors noted by officers on accident reports. As shown, 31,285 teenage drivers were involved in traffic accidents during 1985, an increase of 745 (2.4%) over 1984.

	NUMBER OF TEENAGE DRIVERS INVOLVED IN				
YEAR	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	ALCOHOL RELATED
1985	31,285	127	7,608	23,550	7,838
1984	30,540	115	6,958	21,174	8,726

ALCOHOL INVOLVED ACCIDENTS - 1985

An alcohol involved accident is any accident in which the driver was determined to have been drinking. This determination is made by the officer investigating the accident - irrespective of whether or not sobriety tests later established that the driver was "legally drunk" (.10 or above blood alcohol content).

Fatal:	**151**
Injury:	**3,390**
Property Damage:	**4,203**
TOTAL:	**7,744**

7,744 alcohol involved accidents were reported during 1985. 151 of the alcohol involved accidents were fatal, 3,390 were injury accidents, and 4,203 resulted in property damage.

The number of persons killed and injured in alcohol involved accidents during 1985 are depicted in the right-hand chart.

ALCOHOL INVOLVED ACCIDENTS

Killed:	**168**
Injured:	**5,297**
Incapacitating Injuries:	**1,606**
Non-Incapacitating Injuries:	**2,243**
Possible Injuries:	**1,448**

Comparison with previous years

During 1985 alcohol involved accidents decreased by ten percent over 1984. The 168 persons killed in 1985 reflects a decrease of eleven percent when compared with the 189 persons killed in 1984. During 1985, 5,297 persons were injured in alcohol related accidents, a decrease of eleven percent over 1984 when 5,951 persons were injured.

Looking at the five year period (1981 to 1985), as depicted in the chart below, an average decrease of 31 percent in alcohol involved accidents have been realized, with a decrease of 25% in persons killed and a 34% decrease in persons injured. It should be noted that most of these decreases were attributable to 1984 and 1985 data. Kentucky's "slammer bill" became effective on July 13, 1984.

YEAR	TOTAL ACCIDENTS (Alcohol Involved)	% INCREASE/ DECREASE OVER PREVIOUS YEAR	TOTAL KILLED	(%) +/−	TOTAL INJURED	(%) +/−
1985	7,744	−10%	168	−11%	5,297	−11%
1984	8,639	−11%	189	−13%	5,951	−10%
1983	9,689	− 5%	217	0%	6,636	− 4%
1982	10,169	− 7%	217	− 5%	6,885	− 4%
1981	10,906	+ 2%	229	+ 4%	7,202	− 5%

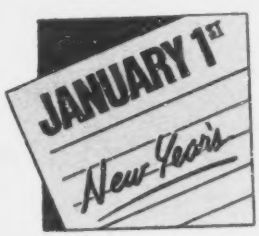
DAY AND TIME OF OCCURENCE - 1985 ACCIDENTS

The chart below depicts the number of deaths in fatal accidents for a ten year period, 1976 through 1985 on major holidays (inclusive of time periods established by the National Safety Council). A total of 36 persons were killed in 1985 holiday fatalities.

HOLIDAY (Total Deaths)	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985
NEW YEAR'S EVE	9	20	7	7	10	8	5		9	5
MEMORIAL DAY	9	9	14	10	10	10	6	7	8	3
JULY 4TH	18	18	17	5	16	18	8	8	4	11
LABOR DAY	6	10	10	13	6	4	17	6	14	6
THANKSGIVING	11	17	15	8	11	14	10	9	12	6
CHRISTMAS	7	6	11	18	12	8	11	11	8	5

Note: New Year's Eve holiday ran from 6 pm, Dec. 30, 1985 through midnight, Jan. 1, 1986.

The July Fourth holiday period registered the highest number of fatalities during 1985. The lowest number of holiday fatalities occurred over the Memorial Day holiday. The chart below shows relevant accident data for each of the 1985 holidays.



Fatal Accidents	3		
Injury Accidents	159	KILLED	5
Property Damage Accidents	475	INJURED	249
TOTAL	637		

Fatal Accidents	3		
Injury Accidents	275	KILLED	3
Property Damage Accidents	763	INJURED	461
TOTAL	1,041		

Fatal Accidents	8		
Injury Accidents	353	KILLED	11
Property Damage Accidents	1,100	INJURED	562
TOTAL	1,461		

Fatal Accidents	5		
Injury Accidents	274	KILLED	6
Property Damage Accidents	806	INJURED	439
TOTAL	1,085		

Fatal Accidents	5		
Injury Accidents	301	KILLED	6
Property Damage Accidents	1,059	INJURED	478
TOTAL	1,365		

Fatal Accidents	4		
Injury Accidents	174	KILLED	5
Property Damage Accidents	534	INJURED	300
TOTAL	712		

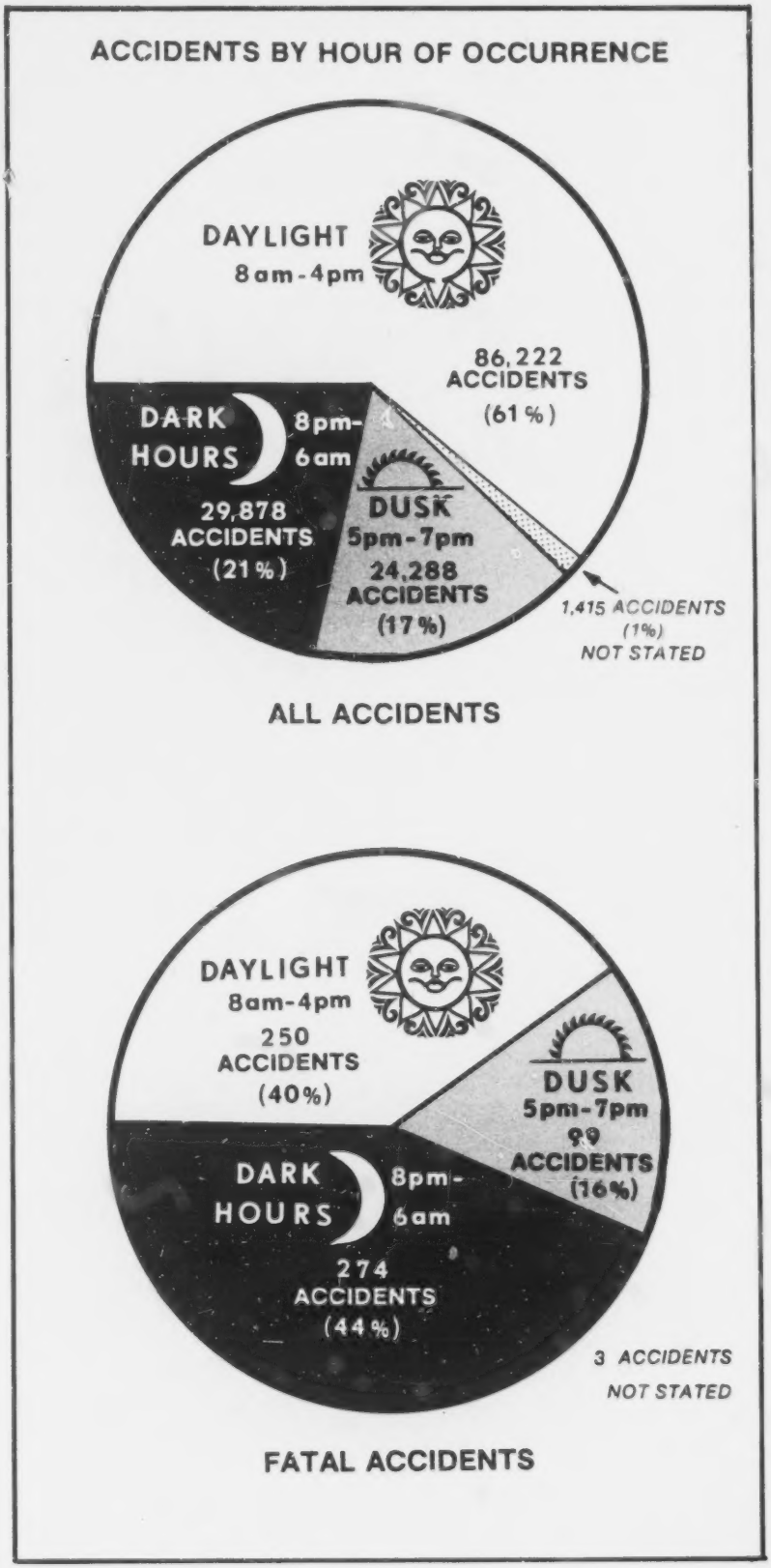
COMPARISON OF 1985 HOLIDAY FATALITIES/ACCIDENTS

ACCIDENTS BY HOUR OF OCCURRENCE

61% of all accidents reported during 1985 occurred during "daylight" hours (7 am to 4 pm). 21% of all accidents occurred during "dark" hours (8 pm to 6 am), and 17% occurred at "dusk" (5 pm to 7 pm).

40% of all fatal accidents occurred during "daylight" hours; 44% occurred during "dark" hours; and 16% at "dusk."

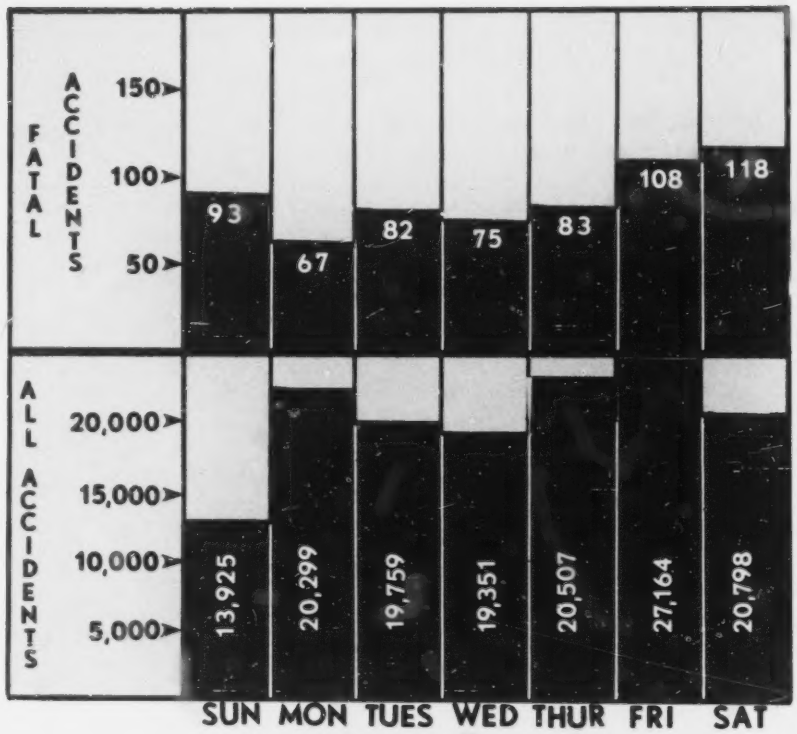
NOTE: Time categories do not take into account variances due to season and daylight savings time changes.



1985 ACCIDENTS BY DAY AND MONTH

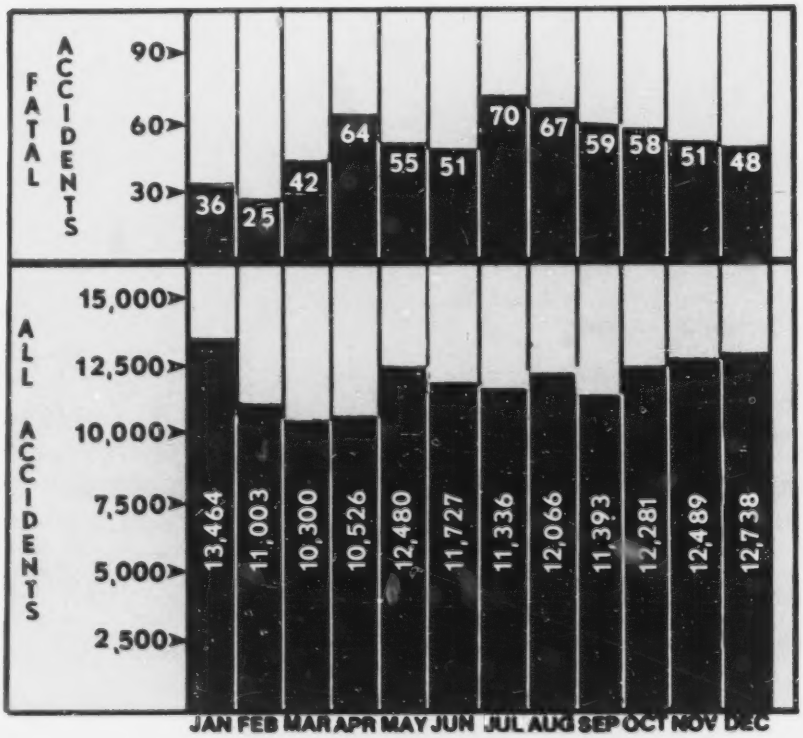
The right-hand graph shows Fatal vs. All Accidents by Day of occurrence.

51.0% of all Fatal Accidents occurred on weekends (Friday, Saturday, and Sunday combined). 48.3% of All Accidents occurred on Thursday, Friday and Saturday.



ACCIDENTS BY DAY OF WEEK

July reported the highest number of fatal Accidents, while January ranked highest for all accident totals. Winter months (January, February, November, and December) had the highest seasonal occurrence rate (35.0%). Summer months (June, July and August) recorded 24.8% of All Accidents.



ACCIDENTS BY MONTH OF YEAR

LOCATION OF ACCIDENTS

The chart shows the number of accidents during 1985 by type of roadway, with percentages of all accidents.

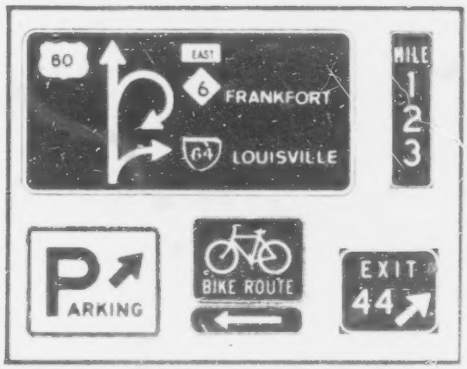
As shown, relatively few accidents were reported on Interstate Highways (5%).

28% of all accidents occurred on Kentucky's "State Numbered" roads, with 47.3% of all fatal accidents reported during 1985 occurring on this type of roadway.

Although 32.9% of all accidents occurred on local streets, only 5.3% of the 1985 fatal accidents occurred on local streets.

NOTE: A breakdown of Interstate and Parkway accidents is provided on page 32.

ROADWAY TYPE OF ROADWAY	Fatal Accidents	Nonfatal Accidents	Property Accidents	% Total
Interstate	57	1,789	5,155	5
U.S. Route	181	8,941	25,698	25
State	296	11,462	28,397	28
Other Major Arterial	6	237	602	1.3
County	53	2,728	9,843	9
Local	33	5,160	41,165	33
TOTAL	**626**	**30,317**	**110,860**	



INTERSTATE HIGHWAYS are relatively safe due to built-in safety features.

INTERSTATE SYSTEM
is the National System of Interstate and Defense Highways as defined in Section 101, Title 23, United States Code.

OTHER U.S. ROUTE NUMBERED
is a trafficway numbered by the American Association of State Highways and Transportation Officials, but not an Interstate Highway.

OTHER STATE ROUTE NUMBERED
is a trafficway within a state trafficway system, but not an Interstate highway or other U.S. Route numbered highway.

PARKWAY
is a trafficway within the Kentucky system, specifically designated as such by the Kentucky Transportation Cabinet, Department of Highways.

COUNTY ROAD
is a trafficway within a state trafficway system, but not an Interstate or Other U.S. route numbered highway.

CITY STREET (LOCAL)
is a trafficway within a city trafficway system that is not an Interstate, Other U.S. Route, Other State Route, or County road.

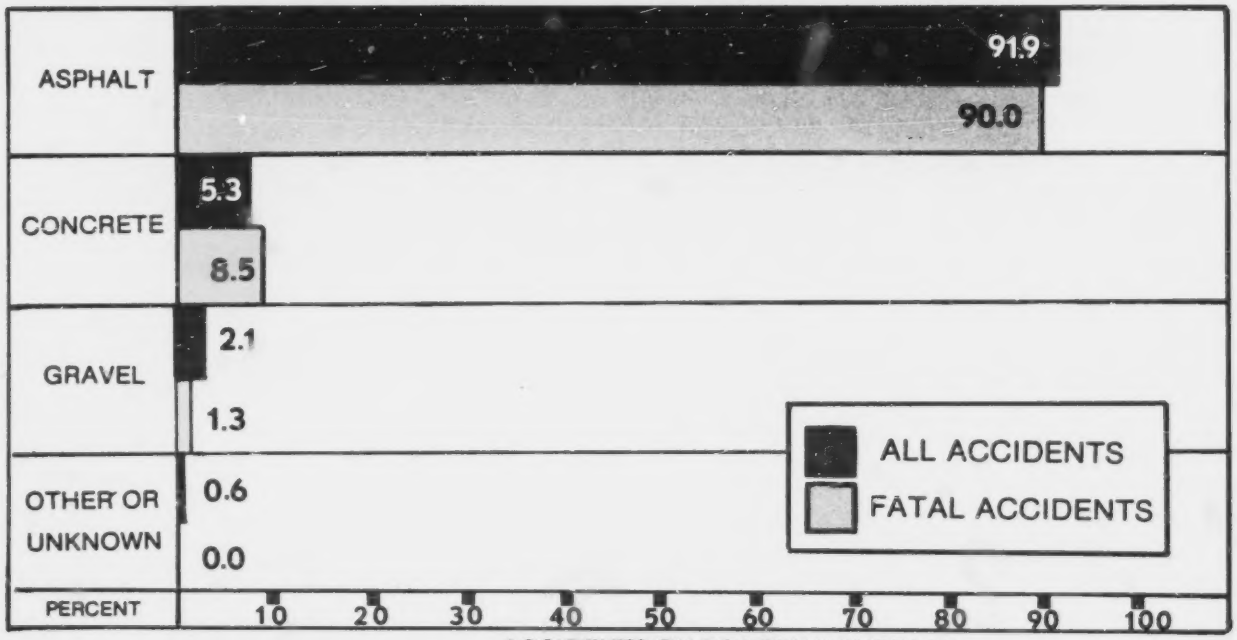
The above definitions, with the exception of "Parkways," are standard definitions published bythe National Safety Council, December 2, 1983.

ACCIDENTS BY ROADWAY SURFACE

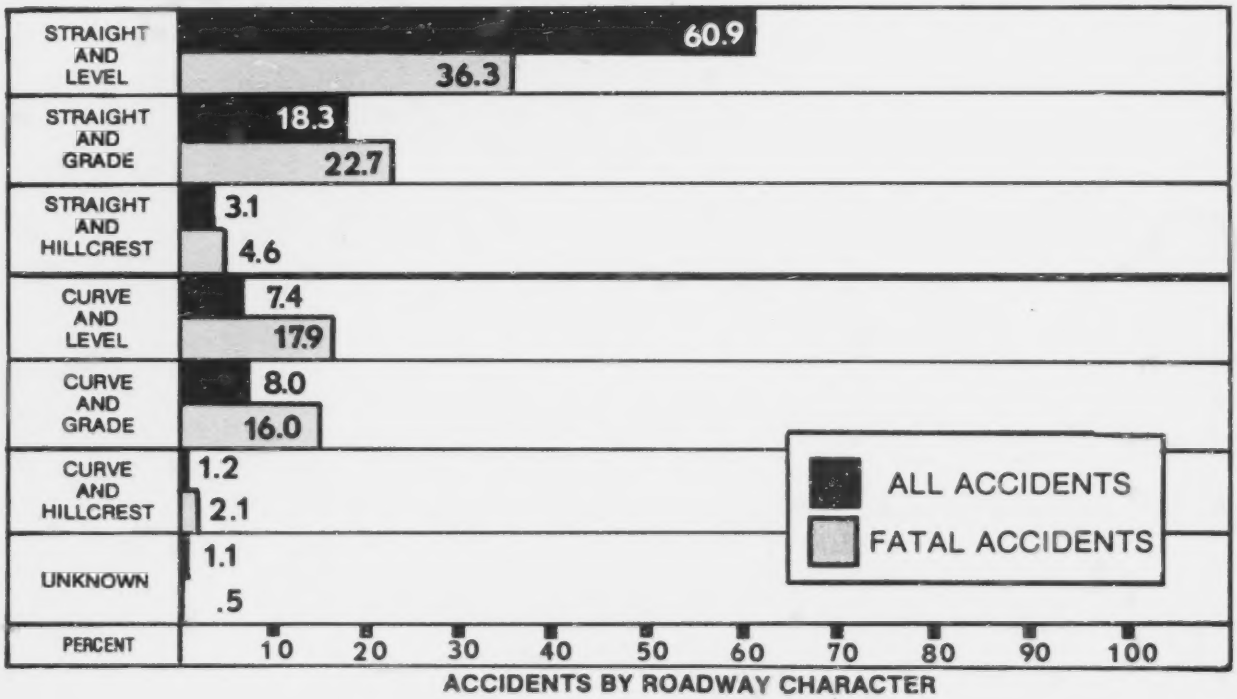
The charts below depict percentages of all accidents and fatal accidents according to the surface and character of the roadway on which the accident occurred.

While more than 92% of all accidents occurred on asphalt surfaced roadways, it should be noted that 96% of Kentucky's high-volume-traffic roadways are asphalt surfaced roads.

As depicted in the bottom chart, 82% of all accidents occurred on straight roads and 17% on curved roads. Slightly more than 36% of the Fatal Accidents during 1985 occurred on curved roads.

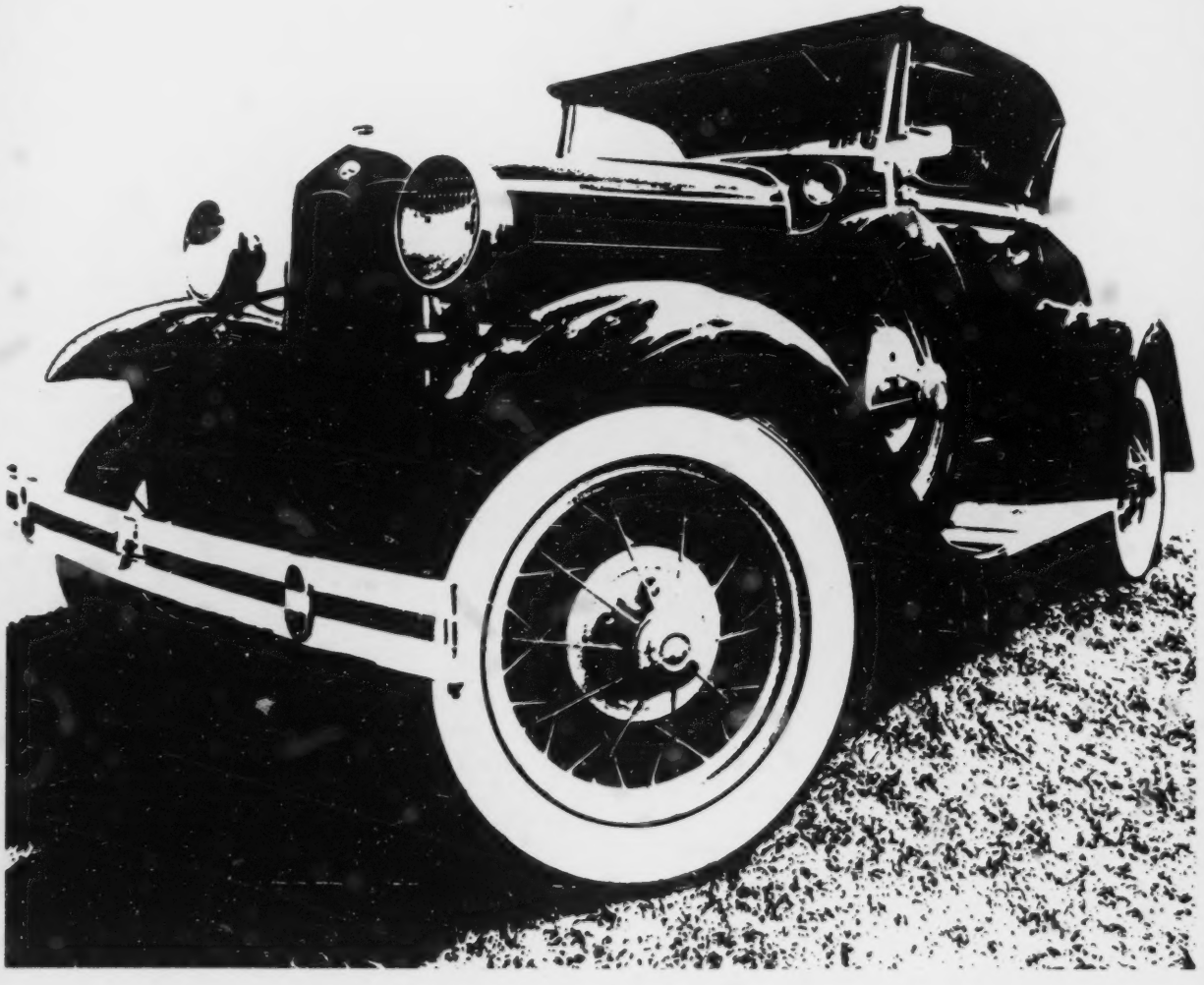


ACCIDENTS BY ROADWAY SURFACE



ACCIDENTS BY ROADWAY CHARACTER

ACCIDENTS by COUNTY



ACCIDENTS BY COUNTY - 1985

			ACCIDENTS						PERSONS				ALCOHOL INVOLVED			
	TOTAL		FATAL		NON-FATAL		PRO. DAMAGE		KILLED		INJURED		ACCIDENTS		DRIVERS	
COUNTY	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985
ADAIR	381	469	2	4	83	84	296	381	3	4	124	159	36	29	37	29
ALLEN	464	537	3	2	136	158	325	377	3	2	212	229	35	24	35	24
ANDERSON	419	424	1	4	128	87	290	333	1	5	208	130	25	16	25	16
BALLARD	209	200	2	3	80	57	127	140	2	3	117	84	17	11	17	11
BARREN	1,292	1,339	6	8	311	338	975	993	7	10	460	510	49	51	49	51
BATH	239	240	2	2	53	54	184	184	2	3	72	82	25	15	25	15
BELL	880	912	6	9	219	209	655	694	6	12	334	335	52	71	53	72
BOONE	2,868	3,027	11	17	621	650	2,236	2,360	12	20	933	1,007	217	159	221	161
BOURBON	774	836	11	7	179	187	584	642	13	11	260	287	67	74	67	65
BOYD	2,220	2,477	5	6	417	475	1,798	1,996	5	6	600	700	114	99	116	100
BOYLE	965	1,041	4	7	192	218	769	816	4	8	302	326	44	31	44	31
BRACKEN	139	169	2	1	29	45	108	123	3	1	47	60	8	18	8	19
BREATHITT	364	438	5	4	95	147	264	287	5	4	150	244	36	36	37	37
BRECKINRIDGE	349	394	1	3	105	123	243	268	1	3	156	208	13	13	13	13
BULLITT	1,284	1,366	8	12	327	382	949	972	10	16	484	646	76	69	79	69
BUTLER	310	294	4	3	77	76	229	215	4	3	117	138	12	12	12	12
CALDWELL	442	468	5	1	99	95	338	372	6	1	142	142	40	37	40	38
CALLOWAY	982	1,012	7	5	254	281	721	726	7	5	411	437	52	61	53	62
CAMPBELL	3,484	3,465	12	8	655	678	2,817	2,779	12	8	888	908	157	188	159	190
CARLISLE	66	70	2	1	24	32	40	37	3	1	32	51	8	3	8	3
CARROLL	470	431	4	2	101	108	365	321	4	2	155	152	35	34	36	38
CARTER	553	600	4	3	164	132	385	465	5	3	261	214	49	39	52	40
CASEY	110	103	6	1	39	38	65	64	6	1	78	65	13	6	13	6
CHRISTIAN	2,139	2,412	10	7	436	483	1,693	1,922	10	7	637	670	156	154	156	158
CLARK	1,328	1,302	9	4	312	280	1,007	1,018	9	5	477	404	82	78	82	78
CLAY	549	494	5	6	128	122	416	366	5	10	205	225	37	29	37	30
CLINTON	248	257	3	5	59	50	186	202	3	5	99	83	18	27	18	27
CRITTENDEN*	235	222	3	–	67	61	165	161	3	–	101	84	23	10	23	11
CUMBERLAND	119	117	3	3	18	21	98	93	4	5	38	34	7	12	7	13
DAVIESS	4,212	4,193	10	7	844	889	3,358	3,297	11	8	1,236	1,309	235	201	239	203
EDMONSON	227	225	4	4	79	80	144	141	4	5	131	126	12	15	12	15
ELLIOTT	36	50	2	1	18	22	16	27	2	1	33	40	1	5	1	5
ESTILL	324	369	3	3	63	94	258	272	6	3	101	149	19	20	20	20
FAYETTE	11,622	12,276	23	30	2,263	2,273	9,336	9,973	27	34	3,239	3,205	685	640	693	642
FLEMING	356	318	2	3	89	80	265	235	2	6	130	125	22	15	22	15
FLOYD	1,288	1,257	10	9	374	433	904	815	13	12	590	686	106	93	107	94
FRANKLIN	1,829	2,003	3	5	335	339	1,491	1,659	3	5	466	483	121	115	122	115
FULTON	250	207	–	1	50	34	200	172	–	1	67	52	17	14	17	14
GALLATIN*	181	150	3	–	62	45	116	105	4	–	91	62	15	16	15	16
GARRARD	257	259	3	1	62	53	192	205	3	1	98	88	18	16	18	16
GRANT	641	672	4	3	199	199	438	470	4	3	314	319	45	35	45	35
GRAVES	1,094	1,124	9	2	266	255	819	867	9	2	379	369	54	42	54	42
GRAYSON	670	641	8	7	142	144	520	490	8	8	197	230	30	33	30	35
GREEN*	232	249	1	–	68	61	163	188	1	–	108	91	16	8	16	8
GREENUP	926	995	4	2	206	245	716	748	4	2	321	394	37	50	37	51

No fatal accidents reported during 1985

ACCIDENTS BY COUNTY (cont.) - 1985

	TOTAL		ACCIDENTS						PERSONS				ALCOHOL INVOLVED			
			FATAL		NON-FATAL		PRO. DAMAGE		KILLED		INJURED		ACCIDENTS		DRIVERS	
COUNTY	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985
HANCOCK*	142	128	4	–	47	46	91	82	4	–	72	74	9	5	9	5
HARDIN	3,138	2,934	20	12	660	641	2,458	2,281	25	14	1,017	1,015	173	157	174	157
HARLAN	1,124	1,157	9	3	300	287	815	867	10	3	474	465	114	100	116	101
HARRISON	508	584	4	3	120	128	384	453	4	3	197	176	33	23	34	23
HART	323	347	5	6	109	100	209	241	5	7	191	150	16	23	16	24
HENDERSON	2,174	2,274	7	7	482	471	1,685	1,796	8	8	737	694	103	112	105	112
HENRY	459	444	2	4	98	113	359	327	2	4	142	174	47	40	47	40
HICKMAN	127	135	1	1	36	39	90	95	1	2	47	63	13	13	13	13
HOPKINS	1,951	2,025	12	8	400	412	1,539	1,605	13	13	667	626	79	82	80	82
JACKSON	172	203	3	4	42	46	127	153	3	4	70	85	10	18	10	18
JEFFERSON	32,204	32,842	78	69	5,897	5,945	26,229	26,828	79	71	8,249	8,360	1,889	1,588	1,905	1,612
JESSAMINE	969	1,048	9	5	211	217	749	826	9	5	308	333	40	55	40	55
JOHNSON	694	566	4	4	184	130	506	432	4	6	282	217	45	15	46	15
KENTON	6,676	6,836	14	17	1,368	1,371	5,294	5,448	16	17	1,939	1,925	512	439	522	445
KNOTT	298	328	4	3	107	124	187	201	4	3	174	173	23	21	23	21
KNOX	704	783	10	2	172	199	522	582	12	2	296	324	78	66	79	67
LARUE	346	344	3	3	82	95	261	246	3	4	130	137	37	29	37	30
LAUREL	1,403	1,427	7	12	316	241	1,080	1,174	7	12	545	422	93	74	94	74
LAWRENCE	325	336	3	3	103	97	219	236	5	3	165	162	16	11	16	11
LEE	162	171	3	4	33	36	126	131	3	5	50	53	13	6	13	6
LESLIE	182	212	2	5	60	84	120	123	2	5	93	120	27	31	27	33
LETCHER	459	499	1	6	142	162	316	331	1	7	222	263	30	30	30	30
LEWIS	258	265	5	1	89	73	164	191	6	1	151	117	29	20	29	20
LINCOLN	410	433	3	4	110	122	297	307	4	4	176	199	41	21	42	21
LIVINGSTON	200	228	2	2	80	61	118	165	2	2	115	94	17	20	17	20
LOGAN	812	817	8	6	205	204	599	607	8	7	327	303	59	46	59	46
LYON*	117	106	2	–	31	36	84	70	2	–	48	69	5	4	5	4
McCRACKEN	2,868	3,010	8	9	603	664	2,257	2,337	9	11	892	980	164	176	165	179
McCREARY	270	287	4	1	89	78	177	208	4	1	163	139	34	22	34	22
McLEAN	197	215	3	4	67	82	127	129	4	4	92	120	13	15	13	15
MADISON	2,551	2,635	15	12	446	433	2,090	2,190	21	14	683	648	185	134	186	135
MAGOFFIN	280	300	5	7	102	106	173	187	5	8	169	182	25	19	25	24
MARION	527	573	4	1	102	103	421	469	4	1	162	152	42	46	43	48
MARSHALL	742	717	12	4	215	212	515	501	14	5	326	312	42	35	43	35
MARTIN	210	186	2	2	53	61	155	123	2	2	62	99	14	9	14	9
MASON	863	852	7	4	156	139	700	709	8	5	244	220	35	39	35	39
MEADE	580	563	4	4	174	169	402	390	7	6	278	263	74	67	76	69
MENIFEE	70	70	3	1	27	25	40	44	3	2	70	44	6	5	6	6
MERCER	643	718	1	4	150	183	492	531	1	4	222	260	58	53	58	54
METCALFE	152	179	1	4	50	59	101	116	1	4	82	90	9	10	9	10
MONROE	143	180	3	4	34	48	106	128	3	5	64	79	6	12	6	12
MONTGOMERY	770	768	6	4	173	183	591	581	9	6	285	271	48	42	48	44
MORGAN	117	135	4	2	58	61	55	72	4	2	102	97	12	16	12	16
MUHLENBERG	1,018	1,034	8	2	239	242	771	790	9	2	372	364	44	50	44	51
NELSON	981	1,017	8	8	212	221	761	788	9	10	312	351	98	80	101	80

**No fatal accidents reported during 1985*

ACCIDENTS BY COUNTY (cont.) - 1985

	TOTAL		ACCIDENTS						PERSONS				ALCOHOL INVOLVED			
			FATAL		NON-FATAL		PRO. DAMAGE		KILLED		INJURED		ACCIDENTS		DRIVERS	
COUNTY	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984	1985
NICHOLAS	62	83	3	1	16	20	43	62	3	1	25	26	7	8	7	8
OHIO	563	569	7	4	169	156	387	409	8	5	289	227	20	23	20	23
OLDHAM	828	812	4	4	261	211	563	597	4	5	358	319	61	47	61	47
OWEN*	204	222	2	–	55	74	147	148	2	–	85	110	10	6	10	6
OWSLEY	88	77	4	1	24	22	60	54	5	1	31	35	5	7	6	7
PENDLETON	304	301	1	2	63	70	240	229	1	2	95	100	17	18	17	18
PERRY	1,062	1,147	7	9	250	302	805	836	9	10	401	450	85	94	85	95
PIKE	2,183	2,218	13	18	648	655	1,522	1,545	15	19	960	1,035	158	146	158	149
POWELL	176	177	3	3	49	54	124	120	5	3	75	92	16	14	16	14
PULASKI	1,436	1,625	9	14	309	345	1,118	1,266	9	17	474	554	62	52	62	52
ROBERTSON*	28	11	–	–	10	6	18	5	–	–	14	11	1	1	1	1
ROCKCASTLE	350	422	4	6	83	110	263	306	4	6	140	186	30	39	30	39
ROWAN	719	772	–	4	152	166	567	602	–	4	244	271	48	40	48	40
RUSSELL	254	226	2	2	46	61	206	163	3	2	66	90	18	12	18	12
SCOTT	955	964	6	3	214	218	735	743	8	3	339	306	51	41	51	42
SHELBY	921	970	7	8	192	208	722	754	7	8	287	308	67	63	68	63
SIMPSON	635	615	5	8	154	152	476	455	6	13	232	225	24	23	24	23
SPENCER*	81	122	2	–	28	33	51	89	2	–	49	42	8	8	8	8
TAYLOR	749	691	2	3	124	130	623	558	2	6	193	195	42	35	42	35
TODD	202	215	1	6	59	56	143	153	4	6	92	102	19	15	19	15
TRIGG	351	340	5	3	84	85	262	252	7	3	116	142	13	18	13	18
TRIMBLE*	128	151	1	–	40	38	87	113	2	–	55	61	9	7	9	7
UNION	499	488	4	1	114	129	381	358	4	1	167	190	47	45	47	45
WARREN	3,989	4,424	9	14	801	859	3,179	3,551	10	15	1,188	1,303	236	219	240	223
WASHINGTON	246	243	5	1	47	47	194	195	5	1	78	70	14	10	14	10
WAYNE	430	354	4	4	71	61	355	289	4	4	98	110	15	11	15	11
WEBSTER	424	427	5	4	107	104	312	319	5	5	151	154	28	18	28	19
WHITLEY	949	1,062	5	8	217	231	727	823	6	8	351	389	55	57	56	58
WOLFE	188	180	1	2	61	64	126	114	1	2	91	98	19	20	19	20
WOODFORD	833	880	7	6	191	184	635	690	8	6	268	306	72	54	73	54
TOTALS (State)	137,183	141,803	686	628	29,600	30,317	106,897	110,860	767	715	44,077	45,313	8,653	7,744	8,741	7,838

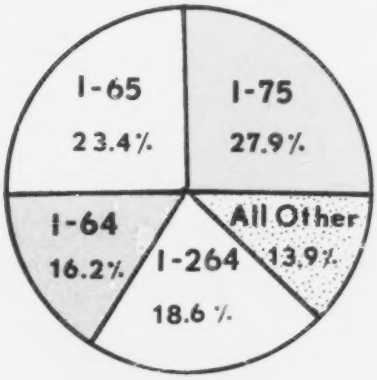
**No fatal accidents reported during 1985.*

INTERSTATES AND PARKWAYS
1985

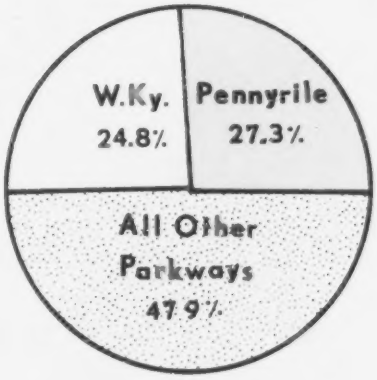
The chart below depicts the incidence of accidents on Kentucky's Interstates and Parkways. Interstate Accidents represent 4.9% of all 1985 accidents. Parkway Accidents represent less than 1% of 1985 Accidents.

Highway	Total	Fatal	Non-Fatal	Property Damage	Killed	Injured
I-275	208	2	76	130	2	106
I-471	117	1	40	76	1	46
I-264	1,304	5	221	1,078	5	299
I-75	1,958	17	557	1,384	20	849
I-71	407	5	122	280	6	176
I-65	1,637	15	393	1,229	23	660
I-64	1,133	8	319	806	9	458
I-24	237	4	61	172	4	87
Total	**7,001**	**57**	**1,789**	**5,155**	**70**	**2,681**

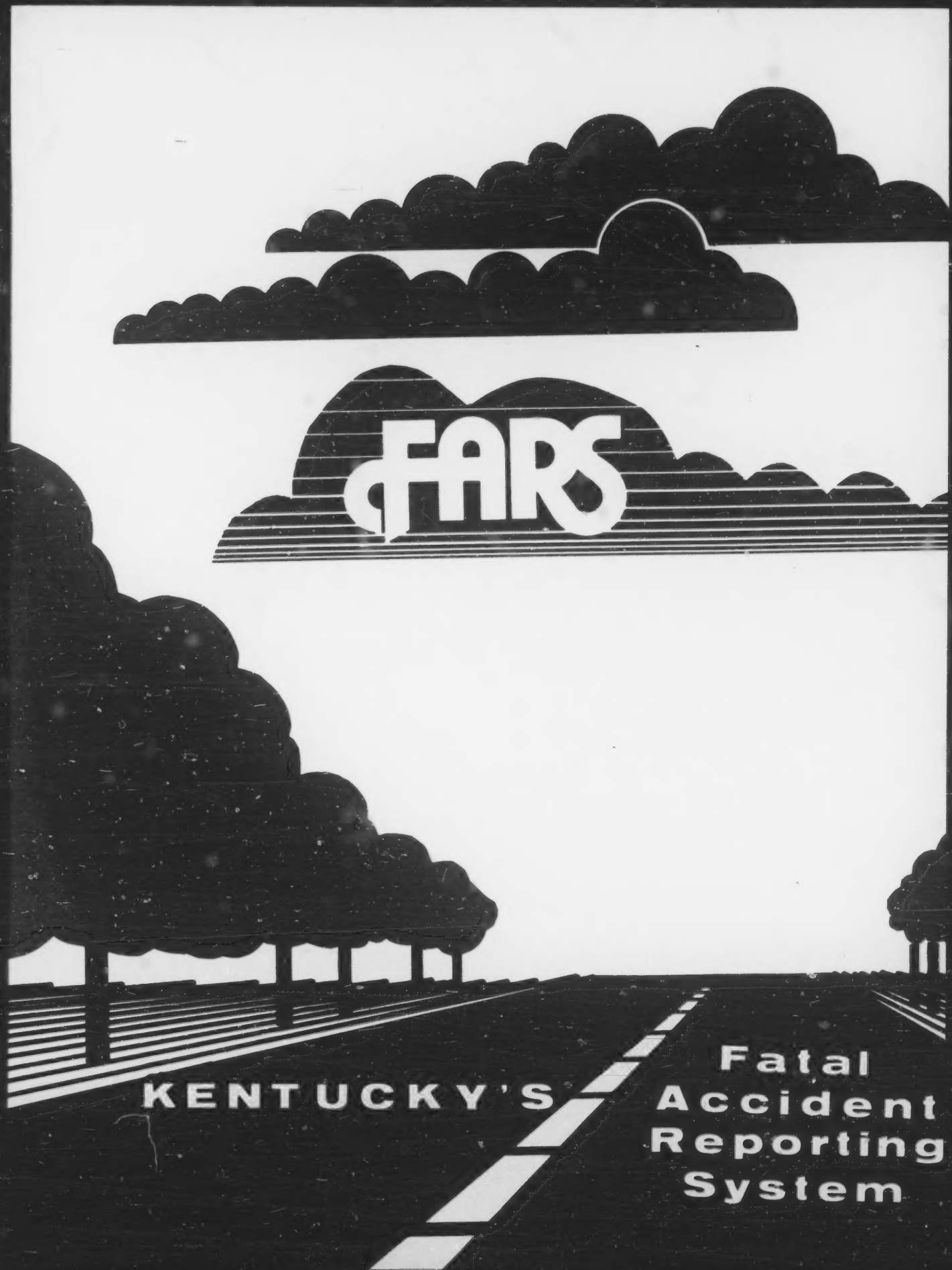
Parkway	Total	Fatal	Non-Fatal	Property Damage	Killed	Injured
Daniel Boone	92	3	34	55	7	69
Cumberland	41	0	10	31	0	13
Audubon	35	1	6	28	1	11
Pennyrile	197	1	48	148	1	71
Purchase	62	0	18	44	0	23
Green River	77	0	16	61	0	26
Western Kentucky	179	0	55	124	0	85
Mountain	39	0	12	27	0	20
Total	**722**	**5**	**199**	**518**	**9**	**318**

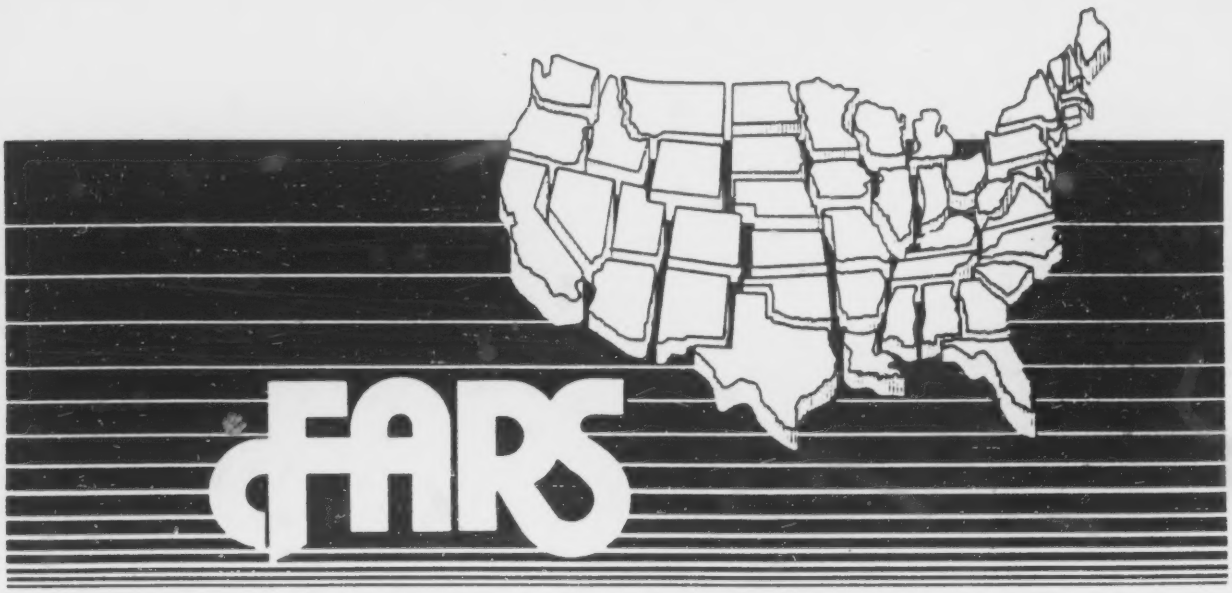


% Occurrence
INTERSTATE ACCIDENTS



% Occurrence
PARKWAY ACCIDENTS


FARS
KENTUCKY'S
Fatal
Accident
Reporting
System



FATAL ACCIDENT REPORTING SYSTEM

The *Fatal Accident Reporting System (FARS)* is a computerized file containing data on all fatal accidents occurring each year in the fifty states, the District of Columbia, and Puerto Rico. The system is operated by the National Highway Traffic Safety Administration for the purpose of identifying safety problems, suggesting solutions, and helping to provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures.

FARS has a contract with a government agency in each state for the purpose of fatal accident data acquisition. In Kentucky, this contract is with the Kentucky State Police Records Section.

For reasons of timeliness in reporting and continuity among the states, *FARS* counts only those fatalities that occur within 30 day sof the accident date. *FARS* differs from Kentucky data in that it collects data not only from the accident reports submitted from across the state, but contacts many other sources to obtain additional data pertinent to the accident, vehicles, drivers, etc. Examples of additional sources contacted by *FARS* are vehicle registration files, Driver Licensing, Vital Statistics, EMS reports, labs, coroners, and medical examiners.

A 15 minute audio/slide presentation (also available on VHS) more fully explaining the Fatal Accident Reporting System is available by contacting the FARS Unit of the Kentucky State Police Records Section.

ALCOHOL INVOLVEMENT BY AGE AND TEST RESULTS FOR DRIVERS INVOLVED IN 1985 FATAL ACCIDENTS

DURING 1985, TWO HUNDRED EIGHTY-NINE PERSONS WERE KILLED IN FATAL ACCIDENTS INVOLVING A DRINKING DRIVER. THIS REPRESENTS FORTY PERCENT OF ALL PERSONS KILLED IN TRAFFIC ACCIDENTS IN KENTUCKY DURING 1985.

The chart below shows drinking drivers by age and alcohol test result. 77% of the drinking drivers were found to have been legally intoxicated (0.10% or above) at the time of the accident.

AGE	NUMBER OR DRINKING DRIVERS*	TEST RESULTS				TEST REFUSED	NOT TESTED	RESULTS OF TEST UNKNOWN
		.01-.05	.06-.09	.10-.19	.20+			
Under 16	1	0	0	1	0	0	0	0
16	4	0	1	3	0	0	0	0
17	8	1	3	2	2	0	0	0
18	12	1	1	6	3	0	0	1
19	19	0	2	12	4	0	0	1
20	18	1	2	8	5	0	2	0
21	12	1	0	5	4	0	1	1
22-24	42	5	2	23	9	0	2	1
25-34	70	8	3	36	20	0	2	1
35-44	41	1	3	16	18	1	2	0
45-54	19	1	1	3	14	0	0	0
55-64	7	2	0	1	3	0	1	0
65-74	5	0	2	2	0	0	1	0
75+	3	0	0	1	1	0	0	1
TOTAL	261	21	20	119	83	1	11	6

**Drinking Driver refers to a Driver reported by the police to be drinking, or to a driver who tested positive for alcohol in a subsequent test result.*

Another traffic hazard is the drinking pedestrian. The right-hand chart shows the number of fatally injured pedestrians by age and alcohol involvement.

FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS OF THOSE DRINKING
0-5	4	0	
6-10	8	0	
11-15	4	1	0.19
16-20	3	1	0.13
21-25	9	5	0.23
26-30	8	5	0.16
31-40	4	1	0.18
41-50	7	5	0.20
51-60	10	8	0.23
61-70	5	0	
70+	9	1	0.14
TOTAL	71	27	0.20

DURING 1985, FORTY-SIX PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF TEN WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.20%.

ACTIVE RESTRAINTS AND EJECTION IN FATAL ACCIDENTS

The chart belows plots overall results in fatal accidents when active restraints (safety belts, harnesses, child restraints) are used. A comparison of "used" versus "not used" for 1985 FARS data strongly confirms both the life-saving advantage as well as the reduction of serious injury when restraints are in place. NINETY-FIVE PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 1985 WERE NOT WEARING SAFETY BELTS. NINETY-TWO PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT WEARING SAFETY BELTS. NINETY-FOUR PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT USING SAFETY BELTS.

Result	Restraint Used	Restraint Not Used	Unknown If Used
Fatal Injury	27	526	21
Incapacitating Injury	25	299	5
Non-Incapacitating Injury	12	183	1
Possible Injury	4	62	0
No Injury	21	297	22
Unknown	0	0	14
TOTAL	**89**	**1,367**	**63**

Of the 1,519 vehicle occupants involved in fatal accidents in 1985, only 89 were using safety restraints - an overall usage rate of less than 6% in fatal accidents.

EJECTION

The right-hand chart shows overall injuries in Fatal Accidents according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected. Approximately one-third of the persons killed were ejected. SIXTY-NINE PERCENT OF THOSE VEHICLE OCCPANTS WHO WERE EJECTED WERE KILLED. This data also reaffirms the life-saving advantage of using an active restraint, since the posisbility of being ejected upon impact is significantly reduced.

Result	Total Ejection	Partial Ejection	No Ejection	Unknown
Fatal Injury	138	39	392	5
Incapacitating Injury	47	6	275	1
Non-Incapacitating Inj.	17	0	179	0
Possible Injury	8	1	57	0
Non-Injury	1	1	332	6
Unknown	0	0	13	1
TOTAL	**211**	**47**	**1,248**	**13**

CHILD RESTRAINTS

Kentucky's "child restraint law" (KRS 189.125) became effective July 15, 1982, and requires that any parent or legal guardian of a child "forty inches in height or less, when transporting the child in a motor vehicle owned by that parent or guardian operated on the roadways, streets and highways of this state, shall have such child properly secured in a child restraint system of a type meeting federal motor vehicle safety standards."

In order to qualify, the child restraint system must be certified as having been federally approved. *(Federal approval of a child restraint system is based on its having withstood dynamic crash tests - 30 mph crash into a fixed barrier.)*

Kentucky's "child restraint statute," unlike statutes passed by most other states, attaches no penalty for non-compliance.

The data on child restraint depicted in the chart below reflects "age" (four years and under) rather than the height of the child. Other states with child restraint laws have adopted the "four years and under" standard in their statutes.

Result	Age 4 & under Total	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown If Used
Killed	12	1	0	10	1
Injured (incapacitating)	14	5	0	8	1
Injured (non-incapacitating)	7	0	0	7	0
Injured (possible)	3	0	0	3	0
Not Injured	17	0	4	13	0
TOTAL	**53**	**6**	**4**	**41**	**2**

Of the 53 child occupants (4 & under) in 1985 Fatal Accidents only 6 children were secured in a child restraint. Only 1 of these children was killed. Of the 12 children killed, 10 had no restraint and one was unknown. This information confirms what other studies have suggested regarding the effectiveness of child restraints. Without a child restraint, an infant or small child's survival can depend on whether the child was properly secured.

CHILD RESTRAINTS
BABY ALWAYS RIDES FACING REAR

Infant
(Birth to sits up alone)

Type of Seat

Infant only

convertible

How to Use

- Face backward in car (baby faces padded vehicle seat back)
- Harness baby snugly before putting on blanket
- Secure vehicle safety belt where shown in instructions
- Use semi-reclined position

The "best" car seat . . .

Fits your child.

Some seats fit only infants; others work only with toddlers who can sit up well. "Convertible" models adjust for use from birth to 4 years.

Fits your car.

Try before you buy. Follow manufacturer's instructions exactly; fasten safety belt tightly in position shown. Try in both back and front seats, although back seat is usually safer. Try convertible seats in infant and toddler positions.

Fits your needs.

Choose a seat that is easy for you to install in your car(s) and use on every ride. Some seats are easier to move from car to car. For a seat which requires the use of a top tether strap, you must install a special bolt in your car for rear seat use; some cars have pre-drilled holes or hardware for these bolts. For front seat use, fasten tether strap to an unused rear safety belt.

Toddler/Preschooler
(Sits up alone to age 4 & 40 lbs.)

Type of Seat

convertible

toddler only

safety booster for older toddler

How to Use

- Face forward in car
- Use complete harness and/or shield system
- Secure vehicle safety belt where shown in instructions
- Use upright position
- Attach top tether strap (if required)
- If no safety seat available, use safety belt

Support baby's head and body

Rolled diapers, blankets

How can I keep my child in the car seat?

Start a lifelong habit with baby's first ride.

Strengthen the habit by *never* making an exception.

Always wear your own safety belt.

Before you buy a *used* car seat, be sure you can answer "yes" to all of the questions on this checklist:

- Is it crash-tested?
- Do you have all the parts? (Harness, shield, tether)
- Is it free from signs of a crash? (Cracks or twisting)
- Will you get manufacturer's instruction booklet?

Four Rules for Safety

1. **Never hold a child on your lap**
2. **Use a crash-tested seat**
3. **Always use the harness/shield**
4. **Attach the car safety belt correctly**

Older Child
(4 years, 40 lbs. and over)

Type of Seat

safety booster

vehicle safety belt

How to Use

- Safety boosters: Use either harness or shield provided or shoulder/lap belt
- Keep lap belt snug across hip/thigh bones
- Vehicle shoulder harness must not cross face or neck
- One safety belt per person

May be reproduced, courtesy of: Kentucky State Police, Information Services, Records Section

NOTES

NOTES

$659 - $710 MILLION

The COST of KENTUCKY TRAFFIC ACCIDENTS 1985

The calculable costs of motor vehicle accidents include wage loss, medical expense, and property damage. Two formulas provided by the National Safety Council were used to arrive at a "cost range" for traffic accidents in Kentucky during 1985.

The **high** range ($710 million) was derived from the following formula:

Cost per accident		Number Reported		Estimated Cost
Fatalities @ $220,000	X	715	=	$157,300,000
Non Fatal Injuries @ $9,300	X	45,298	=	$421,271,400
Property Damage @ $1,190	X	110,860	=	$131,923,400
TOTAL, HIGH ESTIMATE:				$710,494,800

The **low** range ($659 million) was derived from the following formula:

Urban Accident Deaths		Average Cost		Estimated Cost
184	X	$1,560,000	=	$287,040,000
Rural Accident Deaths				
531	X	700,000	=	$371,700,000
TOTAL, LOW ESTIMATE:				$658,740,000